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Vol. VII. No. 338.

七月八日年十三百九十一英 HONG KONG, SUNDAY, AUGUST 17, 1930. 日三廿月六日年九十九國民華中 Price, 10 Cents Per Copy.

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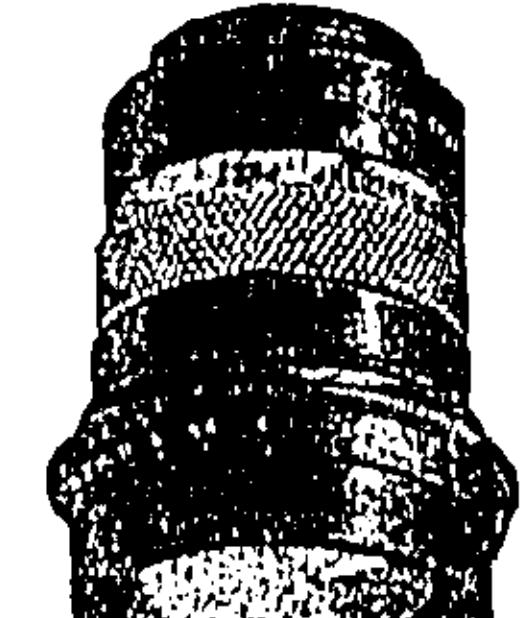
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HOME AGAIN!

Wonderful Flight
of R.100.

DAWN OF NEW ERA.

London, Yesterday.
The R.100 dropped her mooring
cable at Cardington at 10.30 this
morning.

A later message adds:—

R.100 moored at noon to-day
after approximately 57 hours, fly-
ing time. They were officially wel-
comed by Lord Thomson, who
congratulated Wing-Commander
Colmore, his officers and crew on
accomplishing the first stage in
the development of British air-
ships, whose contribution to Im-
perial air communications must
be of incalculable significance.

A Joyful Journey.

A contrast between airship and
steamship travel to the distinct
advantage of the former was
made by Reuter's special corre-
spondent aboard the R.100, at the
conclusion of 8,000 miles without
a real mishap.

The comfort, speed and safety
which converted passengers
earlier ideas of a "great ad-
venture" into a charming joy-ride,
and enjoyment of the scenery
was otherwise unattainable.
There were instances of passing
over steamers pitching in rough
seas, whereas a brimming glass
of water which was experimen-
tally placed on a table in R.100 at
Montreal was unshaken at the end
of the journey.

It is declared that the plans,
theories and forecasts for the
past five years have been justi-
fied by the present voyage,
which betokens regular bi-weekly
air services between Britain and
Canada.—Reuter.

LINER IN PERIL.

Mishap En Route to
'Frisco.

ANXIETY ALLAYED.

Wellington, N.Z., Yesterday.
Reports are being anxiously
followed here as to the plight of
the mail steamer Tahiti, which
was bound for San Francisco. It
is understood that she has lost
her propeller and is leaking 460
miles south-west of the Cook
Islands.

There are over 100 passengers
aboard, which include Sir Hugh
Percy Allen, Professor of Music
at Oxford University. The
steamers Tofua and Ventura have
responded to the S.O.S., but they
are two days' sail from the dis-
tressed liner.

Latest wireless messages state
that the passengers have been
taken off in lifeboats. The cap-
tain of the Tahiti reports all well,
and the crew are trying to stop
the leak.

Another steamer is believed to
be fairly near and is hastening to
the assistance.—Reuter.

MR. A. SCHUBERT.
New Finnish Consul
to Canton.

Canton, Yesterday.
Mr. A. Schubert, Manager of
Reuter, Brockelman & Co., has
been appointed Consul for Finland
at Canton.

Mr. Schubert has been in Canton
for the last 22 years, and is
one of the most popular men
among the members of the Ger-
man community; he is thoroughly
familiar with the customs of the
Chinese, among whom he has
many friends, and speaks Cantonese
fluently. — Canton News
Agency.

DUKE'S MISSION.
Off to Coronation in
Ethiopia.

London, Yesterday.
It is officially announced that
the Duke of Gloucester, accom-
panied by a suite of six, includ-
ing the Earl of Airlie, leaves Lon-
don in mid-October to attend the
coronation of the Emperor of
Ethiopia.—Reuter.

Hongkong Sunday Herald.

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HOME SPORT

CRICKET

Test Players' Poor Recompense.

Attention is being drawn at the present time to the pay of the English professionals who, we are told, are very dissatisfied with the amount of money they receive for playing in a Test match. The amount is £40 a match, and when one remembers that £8 goes in income tax, and that each professional must pay his own expenses with the exception of travelling, it is clear that the £20 or so that remains is poor recompense for a cricketer who has reached the top of his profession. It is true that each professional is entitled to receive a bonus of £10 per match for each wicket in which he plays.

It is manifestly unfair that Tate, for example should receive only £5 a day profit. Surely his services to England are worth more than that. People are now taking up the cudgels on behalf of the professional cricketer. The average rate of pay altogether works out at between £10 and £12 a match. Assuming that they take part in all the 23 matches on the championship programme, their total earnings at £12 a match are £336, minus expenses, and at the finish their net income cannot be much more than half their earnings.

People are now suggesting that at any rate for the Tests the M.C.C. should "foot the bill" for the players' expenses. The additional day to a test, too, makes the players miss two county matches, so that taking this into account, they are at the present time no better off through playing in a test. The match at Nottingham cost them only £300 plus the expenses of the two amateurs, and surely they could easily spare another £100. The champions of the professionals compare their lot with other sportsmen to their great disadvantage since it is pointed out that footballers, boxers, and even jockeys do so much better.

* * * * *

Australian Tour Complaints.

Mr. Kelly, the manager of the Australian team, proclaimed his displeasure in mail week about the programme of the Australian team after a Test match, the travelling they have to do, and the necessity, according to the programme mapped out for them, of starting a new match no matter how far away, the very next day. Most people agree that there is cause for his grumble, and sympathise with the team in having to rush away after a strenuous test to play a County match. His feelings in this respect came to a head after the Second Test at Lord's. He says that immediately after the strain of a desperate Test struggle the tourists should not be called upon to meet such a strong county as Yorkshire, as they did on this occasion. The players were mentally and physically worn out after the tussle at Lord's, but they had immediately to rush for a train to Bradford and next morning commence a match against a strong side. Mr. Kelly intends to recommend to the Australian Board of Control that in future tours at least one day's rest should be allowed for each Test. "These Test matches of four days' duration have, in my opinion," he said, "very long hours of play." This point, which, no doubt, has been overlooked becomes very important. There may be inherent difficulties in adopting my suggestion—difficulties from the counties' point of view—but, I shall raise the matter by making some such recommendation as I have indicated to the Board of Control when we get back to Australia, with a view to seeing whether something can be done to avoid putting our men under a handicap. If the Test match had not finished before the time fixed for drawing of stumps, we could not have caught a train to Bradford, 200 miles away until midnight, and our fellows could not have obtained proper sleep in preparation for the Yorkshire match.

"In fact Mr. Kelly thinks that much unnecessary travelling is done as regards the whole tour. After the next Test at Leeds, due to finish on July 15, the Australians travel to Edinburgh to start their Scottish tour on the follow-

PING PONG.

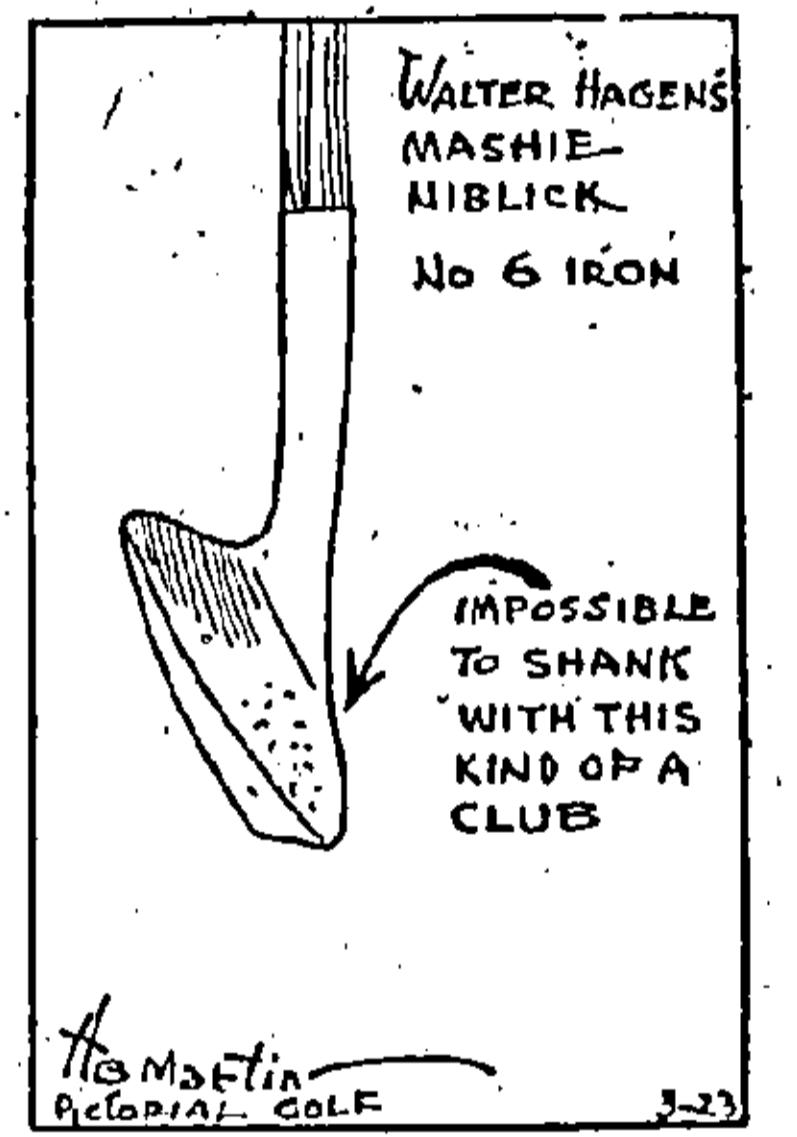
Death of Inventor.

London, July 10. Mr. James Gibb, inventor of ping-pong, and a famous athlete, who died last April, aged 76, left estate of the gross value of £165,11s. 2s. 1d. with net personalty £148,816 16s. 4d. He was the founder of the engineering firm of James Gibb and Company, Limited, Fenchurch Street, E.C., and was a well-known resident of St. Lawrence, Ventnor, Isle of Wight. He left his shares in James Gibb and Company, Limited to his wife with the express wish that she will carry out his known intentions with regard to them. After bequeathing some legacies and annuities, he left the residue to his wife. Mr. Gibb had to do a great deal of experimenting before he created ping-pong as the public knows it. He began one evening playing with champagne corks and cigar-box lids as bats. Next he tried India-rubber balls covered with white paper. These were not a success, so he had celluloid balls specially made. It took him some time to find someone sufficiently interested to launch the game. Eventually he "persuaded" some sport outfitters to take it up, and within a few weeks ping-pong became the rage. Mr. Gibb was one of the founders of the Amateur Athletic Association.

PICTORIAL GOLF INSTRUCTION

BY
H. B. MARTIN

THRILL IN USING MASHIE NIBLICK.



Walter Hagen's mashie niblick is one of the best clubs of its kind ever invented. Sometimes even the most expert player has trouble in shanking his shots. This club is designed to prevent this. The blade is not large but there is plenty of room to hit the ball and enough margin to allow for an error.

It is one of the most valuable clubs to carry and Walter has found it to be his best friend on more occasions than one. If a golfer does not use a mashie niblick he has missed many a thrill that he would otherwise get out of pitching up to the pin.

(Copyright 1930 by The Bell Syndicate, Inc.)

ing day; a match at Taunton, against Somerset, follows immediately after the Manchester Test match, which is due to finish on July 19. The last Test Match at Kennington Oval is due to start on August 15, and will be played to a finish if the destination of the "ashes" has not by then been decided. If the match finishes on the 4th day the Australians travel to Bristol to play Gloucestershire on the following day.

* * *

Too Many Matches.

It is also time to make some complaint with regard to the undoubtedly fact that the Australians play far too many matches in this country. Many of them should not be played at all, especially against the weaker counties, and only those should be arranged in which the cricket can be regarded as serious. Thus in mail week the Australians were playing Nottingham, one of our strongest counties. They left out the four best men of the team; they allowed Kippax to do a good deal of the bowling and they arranged for stumps to be drawn very early, not to get away to another match, but to start their rest before the Leeds Test. The whole match was really farcical. Surely the Australians need not work themselves to pieces to make sufficient money to pay for their tour.

ATHLETICS

Women's Feats.

One world's and five British records were beaten during the Women's Inter-club championship meeting, organised by the Middlesex Ladies A. C. at Stamford Bridge. The challenge trophy presented by the Proprietors of the Daily Mirror was again won by the Middlesex Ladies A. C. after a keen struggle with the London Olympiades A. C. only one point separating the clubs at the finish. The world's record was accomplished by Miss Lucy Howes (Middlesex A. C.) when winning the one mile walk in 8 min 12.1-5 sec. beating her own world's and British record by 5.4-6 seconds. Miss Howes walked supremely well throughout, although she had a great fight with Miss C. Mason, a clubmate, before the last named was ruled out by the judges when only 200 yards from home. Miss M. Weston (Middlesex) won three events, the discus throwing, putting the shot and throwing the javelin. Her distance of 100 feet 2 1/4 in. in the javelin record beat Miss Fawcett's British record by 1 ft. 5 1/4 in. Miss M. Cornell (Middlesex A. C.) who won the 80 metres hurdles race, equalled the world's record of 12.1-5 sec. and won the long jump with a leap of 19 ft. 0 1/2 in. beating her own British record by an inch. Miss E. M. Hiscock (London Olympiades) also equalled world's record when she won the 220 yard in 25.7-10 sec.

FOOTBALL

Lure of Chelsea Club.

As was only to be expected with the return of the Club to the First Division of the League, the proceedings at the annual general meeting of the Chelsea Football Club held at the Stamford Bridge grounds, proved of a very harmonious character. The reports and balance sheet—the latter showing a profit on the season of £1,939 in spite of the fact that the receipts were reduced by £5,594—were adopted. The gate revealed a drop of about £2,000, there not being any Cup ties to augment. As an effect there was a reduced expenditure of over £2,600. The chairman spoke most hopefully of their prospects in the coming season, for which they had secured some important new talent, notably H. Gallacher, A. G. Cheyne, J. Hope from Gateshead, and W. Macintosh, J. Ranlin (Carlton), and W. Routledge (Colwyn Bay). It was decided not to fill the vacancy caused by the resignation of Mr. Vivian J. Woodward. With Cheyne, Gallacher and Rabbing or Andy Wilson at inside left, Chelsea's attack should be worth watching next season. Few clubs will be in a position to draw upon such football artillery for their inside forward positions. Cheyne cost Chelsea £6,000. Cheyne himself wanted the change.

As regards other transfers Hull City, Raith Rovers, and Clyde were all negotiating for the transfer of French of the Airdrieonians, but it was Gillingham who succeeded in getting him. With French at inside right and Harry Loashy from Northampton at centre forward, Gillingham's attack should be a warmer proposition than it has been for several seasons.

The Arsenal F.C. also held their annual meeting this week, and that too was a happy affair.

The Brighton and Hove Albion F.C. have purchased the Goldstone ground.

Watford have signed on J. T. Smith, a fullback from Leicester City, with whom he has been playing for two seasons.

Leytonstone F.C.'s report shows a loss of over £492 on last season, and for the first time in the history of the club there is a bank overdraft of £78.

Reading have figured in the transfer market on many occasions recently, and they made another addition to their playing strength, signing Matthew Forster, the Tottenham Hotspur full-back. Forster had been on the books of the Edmonton club for ten seasons, and can play in either full-back position. They have also secured Cyril and Gillespie from Blackburn.

Stockport County have been elected to the Central League.

At a meeting of the League in Manchester, Stockport and Newcastle each received 11 votes. The chairman of the meeting, Mr. John McKenna (Football League), gave his casting vote in favour of Stockport, who thus retained their position in the competition. Stockport recently had appealed against Newcastle's election, and the Appeals Committee of the Football Association at their meeting at Whitby declared the election void.



2 merry thriving babies

One of them was breast-fed—the other fed on Glaxo. Both are robust babies—bright, happy and healthy—cutting sound teeth without trouble. If you cannot feed baby yourself give him Glaxo, which is as easily digested as mother's milk and is guaranteed free from all harmful germs. Glaxo contains a definite standardised quantity of the vital vitamin D which ensures that baby will increase in weight regularly, have firm flesh, sound bones and teeth.

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REFINEMENT

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with or without the new tab Collar
WHITE SHIRTS.

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\$4.75, \$6.75.

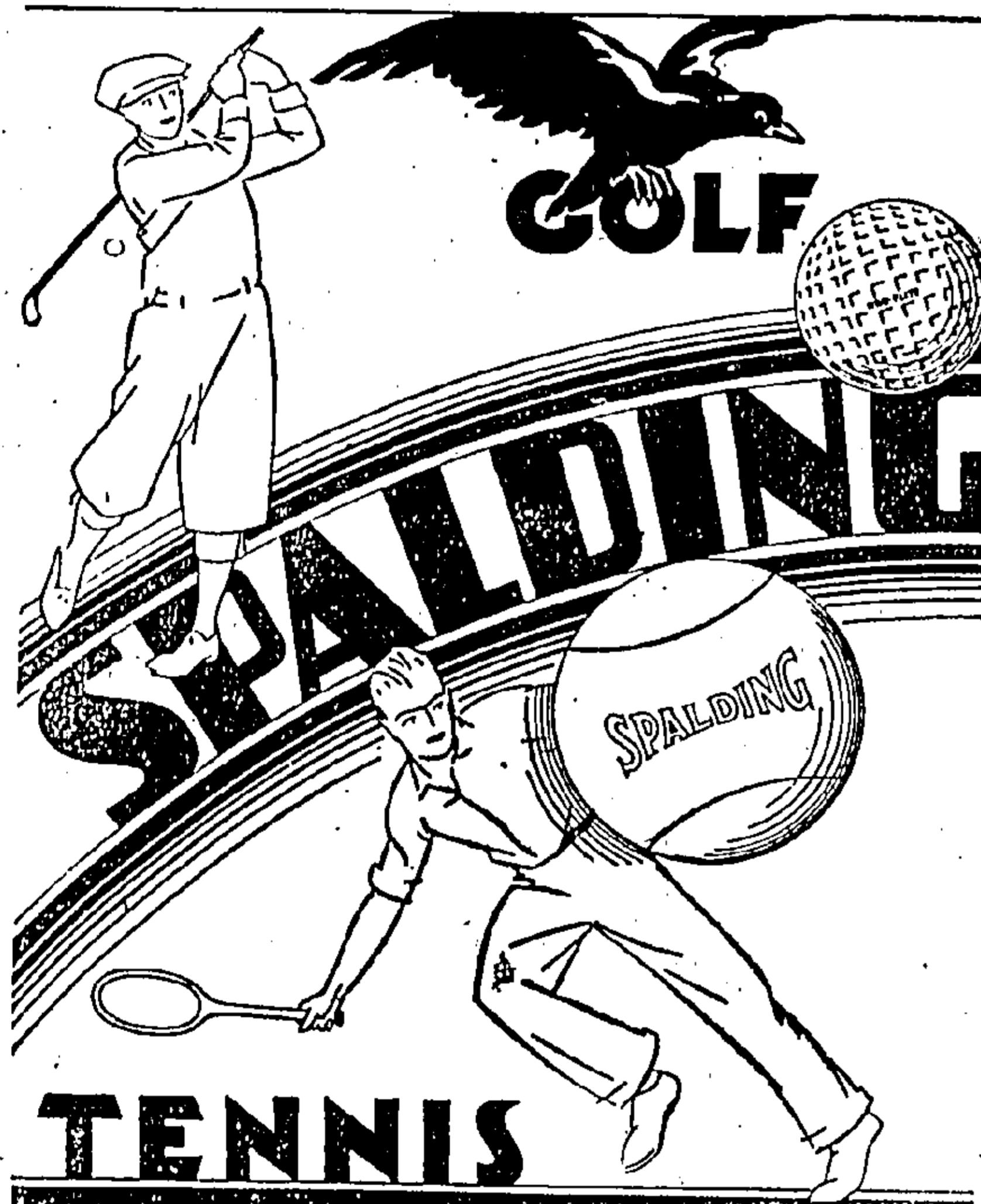
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irritated skin



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The Modern Shave



LAWN BOWLS.

Both Civil Service Teams Down.

CRAIGENGOWER FORGE AHEAD.

"Electrics" Spring a Surprise.

Yesterday's results in the Lawn Bowls League provided not a few surprises. The Civil Service C.C. lost again, for the second time in succession, in Division I, whilst both the joint leaders in the second division went down.

The Craingewower C.C., holders and leaders in the senior section, easily overcame the Club de Recreio. Kowloon Dock provided a big surprise by defeating Civil Service. Other victories went to the Taiwoo R.C. and the Kowloon C.C., at the expense of the Kowloon B.G.C. and the Police R.C.

EXCITEMENT AT TAIKOO.

Amid great excitement at Taiwoo, the home team scored a narrow victory over the Bowring Green, thanks to R. K. Duncan, who lay a wood in the last head of the day for his side to win by two shots. The Electric R.C. trounced Civil Service by 14 shots, chiefly due to a big margin on one rink. The Kowloon C.C. upset calculations against the Yacht Club, whilst Craingewower romped home against the Club de Recreio.

League I.

RECREIO v. C.C.C.

At King's Park, the Club de Recreio lost to the Craingewower C.C. by 34 shots. Scores:—

Recreio. Craingewower.
C. H. Basto.. W. T. Brightman
L. A. Gutierrez W. Collins
C. A. Lopes C. S. Rosselet
P. A. Yvanovich R. Baan
(Skip) ...11 (Skip) ...24
R. A. C. Basto E. Tuck
H. A. Alves A. E. Coates
C. E. Marques E. el Arculli
A. C. V. Ribeiro U. M. Omar
(Skip) ...11 (Skip) ...23
A. S. Gomes F. J. Neves
L. C. Souza M. A. R. Sousa
C. G. Silva D. Rumjahn
R. F. Luz B. W. Bradbury
(Skip) ...11 (Skip) ...20

33 67

C.S.C.C. v. KOWLOON DOCK.

At Happy Valley, the Civil Service C.C. lost to the Kowloon Dock R.C. by four shots. Scores:—

Civil Service, Kowloon Dock.
E. W. Simmonds J. V. Ramsay
Jas. T. Dobbie A. M. Calman
J. Hollidge G. Henderson
A. W. Grinnell S. Gray
(Skip) ...24 (Skip) ...15
J. Oren W. Greig
L. E. Longbottom E. Docherty
G. C. Moss F. C. Goodman
J. Gregory W. Hedley
(Skip) ...16 (Skip) ...22
F. J. Jones C. Atkinson
S. E. Alderman G. Mitchell
A. H. Oswick H. G. Cooper
A. O. Brown F. Cullen
(Skip) ...14 (Skip) ...21

54 58

K.B.G.C. v. TAIKOO.

On their own ground, the Kowloon B.G.C. lost to the Taiwoo R.C. by 15 shots. Scores:—

Bowring Green. Taiwoo R.C.
G. Sherriff J. C. Chalmers
J. S. McIntosh J. C. Polson
D. Muir J. Russell
A. M. Holland W. Wotherspoon
(Skip) ...23 (Skip) ...17
R. S. Nichol J. B. Chapman
T. S. West T. Grimes
P. T. Farrell N. Drummond
H. M. McTavish J. Ferguson
(Skip) ...19 (Skip) ...24
V.H.M.C. Chittenden G. McLeod
C. S. Best J. Sloan, Sr.
E. W. L. Hobgbin J. Laing
L. Guy R. C. Wallace
(Skip) ...18 (Skip) ...20

55 70

K.C.C. v. POLICE.

On their own ground, the Kowloon C.C. defeated the Police R.C. by 18 shots. Scores:—

Kowloon C.C. Police R.C.
E. C. Fincher Smith
J. A. Howe J. S. Riddell
W. Hyde W. MacHardy
(Skip) ...28 (Skip) ...15
H. Gittins W. McLeod
C. J. Tachti G. Alexander
A. Hyde-Lay E. Nolan
J. Fraser E. G. Post
(Skip) ...25 (Skip) ...18

(Continued at foot of next Column)

HUNTING CLUB.

New Sporting Scheme
for Canton.

MANY APPLICATIONS.

Canton, Yesterday. A successful effort has been made to institute a Hunting and Picnic Club in Canton, and an unexpected number of people, both merchants and Government officials, is interested in this new sporting scheme.

The Hunting and Picnic Club is to have its club house in a building rented for that purpose on the Shun Lee Maloo, facing Shumoon. The entrance fee is fixed at \$20.00. Members are expected to purchase their own rifles and ammunitions through the club.

Target Practice.

It is said that General Wong Keung, head of the Peace and Maintenance Corps, and a promoter of the club, has promised to negotiate with the authorities to permit the members of the club the use of the North Parade ground for target practice.

Already over 40 prominent citizens who have sent in their applications for memberships are now busily purchasing native hunting-dogs for the approaching hunt.

The club has fixed Sundays and holidays for members to proceed in company to the outskirts of the city for hunting and picnics.—Canton News Agency.

TO-DAY'S GOLF.

Starting Times at
Fanling.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.20 a.m. G. G. Johnston, W. J. Clerk.
9.24 " A. D. Humphreys, E. Des Voeux.

9.28 " D. Dovey, H. C. Shirbsole, G. F. Leach, A. Young.

9.30 " H. T. Buxton, G. Castle, V. R. Gordon, J. R. Colls.

9.44 " O. Enger, D. E. Naish.

9.52 " W. Wright, A. E. Naish.

10.00 " A. C. I. Bowker, A. Reid.

10.04 " I. H. Gear, Capt. Weller.

10.24 " N. K. Littlejohn, W. A. Stewart.

V.R.C.

Programme for Next
Night Fete.

The following is the draft programme of events for the night fete on September 6 at the V.R.C.:—

1. 100 Yards Free Style—Championship of the Colony.

2. 100 Yards Breast Stroke—Championship of the Colony.

3. 100 Yards Free Style—Boys' Championship of the Colony.

Open to boys 15 years of age and under.

4. 100 Yards Free Style—Ladies' Championship of the Colony.

5. 50 Yards Handicap—Ladies.

6. 50 Yards Handicap—Ladies.

7. Novelty Race—Members.

8. Chasing the Numbers—Members.

9. Team Race—Members.

10. Water Polo—V.R.C. v. Kowloon Swimming Club.

Entries close 6 p.m. on Sunday, August 31.

Entrance Fees for Events 1 to 4—\$1 each event.

Entrance Fees must accompany entries.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.

P. W. D. L. Pts.

Craigengower C.C. 12 1 0 1 22

Civil Service C.C. 12 9 0 3 18

Taiwoo R.C. 13 7 1 5 15

Kowloon B.G.C. 13 6 1 6 13

Club de Recreio 12 6 0 6 12

Kowloon C.C. 13 6 0 8 10

Police R.C. 13 0 0 13 0

Shots For and Against.

For Amt. Up Dn.

Craigengower C.C. 709 569 216 0

Taiwoo R.C. 708 705 63 0

Civil Service C.C. 699 640 52 0

Kowloon B.G.C. 714 602 22 0

Club de Recreio 698 712 0 20

Kowloon C.C. 704 833 0 80

Police R.C. 610 949 0 339

Division II.

P. W. D. L. Pts.

Kowloon B.G.C. 13 0 0 4 18

Civil Service C.C. 13 0 0 4 18

Taiwoo R.C. 13 0 0 4 18

Kowloon C.C. 12 6 0 6 12

Club de Recreio 13 5 0 8 10

Craigengower C.C. 13 4 0 0 8

Electric R.C. 13 4 0 0 8

Shots For and Against.

For Amt. Up Dn.

Kowloon B.G.C. 820 709 110 0

Civil Service C.C. 824 723 101 0

Taiwoo R.C. 705 655 47 0

Club de Recreio 772 759 22 0

Kowloon C.C. 640 659 10 0

Craigengower C.C. 705 814 0 57

Electric R.C. 890 848 0 103

Shots For and Against.

For Amt. Up Dn.

Kowloon B.G.C. 820 709 110 0

Civil Service C.C. 824 723 101 0

Taiwoo R.C. 705 655 47 0

Club de Recreio 772 759 22 0

Kowloon C.C. 640 659 10 0

Craigengower C.C. 705 814 0 57

Electric R.C. 890 848 0 103

Shots For and Against.

For Amt. Up Dn.

Kowloon B.G.C. 820 709 110 0

Civil Service C.C. 824 723 101 0

LOCAL TENNIS.

Only Two Games Yesterday.

FADING INTEREST.

Only two of the numerous postponed matches in the Lawn Tennis League were decided yesterday, both of which resulted in an odd-set margin, in favour of the University in the "B" division and the Indian R.C. in the "C", at the expense of the Nippon Club and the South China A.A. respectively.

What little interest there is remaining is mainly centred in the Mixed Doubles League where the Indian R.C. and the United Services R.C. are running neck-and-neck for the top place.

"B" Division.

NIPPON v. UNIVERSITY.

On their own ground, the Nippon Club lost to the University by four sets to five.

Scores:

Yoshikawa and Kinoshita (Nippon):	beat F. Y. Khoo and Y. K. Ng	6-4
Yeooh	beat G. de Sousa and G. E. Khooh	7-5
beat D. K. Samy and P. P. Khooh	6-2	
Ng	lost to F. Y. Khoo and Y. K. Ng	2-6
Ng	lost to G. de Sousa and G. E. Khooh	2-6
Yeooh	lost to D. K. Samy and P. P. Khooh	2-6
Khooh	beat D. K. Samy and P. P. Khooh	4-6
Nakazato and Fujieda (Nippon):	lost to F. Y. Khoo and Y. K. Ng	4-6
Ng	lost to G. de Sousa and G. E. Khooh	3-6
Yeooh	beat D. K. Samy and P. P. Khooh	6-8

"C" Division.

INDIAN R.C. v. SOUTH CHINA.

At Sookumpoo, the Indian R.C. defeated the South China A.A. by the odd set in nine games:

M. O. Hoosen and D. Mohamed (I.R.C.):

lost to Wong Fuk-nam and Ho Hin-kun

beat Chan Kam-moon and Chan Kam-hung

lost to Siow Kam-sang and Liu Kwal-fan

A. E. Minu and D. M. A. Razack (I.R.C.):

lost to Wong Fuk-nam and Ho Hin-kun

beat Chan Kam-moon and Chan Kam-hung

lost to Siow Kam-sang and Liu Kwal-fan

J. S. Ackher and S. A. R. Bux (I.R.C.):

lost to Wong Fuk-nam and Ho Hin-kun

beat Chan Kam-moon and Chan Kam-hung

lost to Siow Kam-sang and Liu Kwal-fan

LEAGUE TABLES.

The positions of the teams up to date are:

"A" Division.

"B" Division.

"C" Division.

Mixed Doubles.

BUSINESS OPPORTUNITY.

CLASSIFIED

Advertisements

set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results.

Rate 60 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or Phone 24641.

RUBBER ROADS.

Initial Obstacles Surmounted.

PROMISE OF SUCCESS.

The fifteenth annual general meeting of the members of Rubber Roadways Limited, was held at the registered office, 2, 3 and 4, Idol Lane, Eastcheap, London E.C.

Sir Stanley Bois (chairman of the company) presided.

The Chairman, in the course of his remarks, said—it is with some satisfaction that your board are able to record certain definite progress in the activities of the company. I have on previous occasions stressed the fact that development of new uses of rubber is, unfortunately for producers, extremely slow. Rubber roadways are no exception in this respect, but the progress made has been definite and encouraging. Your company, in spite of many difficulties and setbacks, has carried this important use of rubber through experimental stages by means of subsidies and grants, and the demonstration areas which have been laid have proved that a rubber roadway is a technical success.

The initial cost has been a stumbling block, but your board have never lost faith in their view that this almost insuperable obstacle will eventually be overcome.

Less than £3.

Randy to Hop.

Douglas Fairbanks and Mary Pickford were no profuse in their praise of Shanghai, that the young stars made up their minds and set out, and got ready to hop on the boat.

Nancy Carroll, a Paramount star, who was here in "Honey" and just finished "The Devil's Holiday," is accompanied by her husband, James Kirkwood, who will also be seen here soon in "Black Waters," a thrilling mystery story.

Mary Brian, a Paramount star is on the same steamer, and is "just thrilled to pieces" to use her own phrase. She has been kept as busy within the last year, having only a two-week vacation from the studio routine at the most, decided that she would get behind the reach of the telegrams from the studios that make a star's life so uncertain.

She has had several pictures shown over here recently, the most successful of which were "Only the Brave" and "The Virginian." The last picture that she made before leaving on her well-deserved holiday was "Light of Western Stars."

The third Paramount star is Jean Arthur. Jean is a sweet young thing out of college for only a few years. Her ship will be the Harrison. Her role in the "Green-Eyed Murder Case" and her charming portrayal in "Half Way to Heaven" were both excellent. Her next big picture hero will be "Paramount On Parade." Shanghai should realize the honour that is being bestowed upon her, with the presence of these beautiful stars.

Your board have always held the view that the success of rubber paving lies in its adoption in those areas where the vibration-absorbing qualities of rubber and other advantages compensate for the higher initial cost compared with that of other forms of road surfacing. An instance of this is Lombard Street, a narrow thoroughfare with important buildings abutting on the road. In order to obtain the advantages of a rubber road, nearly all the property owners have agreed to contribute substantially towards the cost. We sincerely hope that the City Corporation will agree to the laying of rubber paving blocks in Lombard Street, particularly in view of the desire expressed and the assistance offered by the property owners concerned. There are many other streets in our large cities which could be similarly treated if we could only get the same assistance from property owners.

Ultimate Cost.

You will no doubt have observed that in the House of Commons the other day the Minister of Transport stated that, as the cost of rubber paving blocks very substantially exceeded that of the more expensive types of other suitable paving materials, he does not see his way to urge local authorities to use this particular material. I venture to suggest that this statement ignores the whole argument in favour of rubber because when dealing with initial cost of any form of road surfacing regard must be paid to the merits of each type and the ultimate cost.

There is no other material to compare with rubber, which possesses such anti-abrasive and shock-absorbing properties. Further, there is no doubt that the advantages of rubber paving, if expressed in terms of pounds, shillings, and pence, mean a large saving in maintenance costs, which, taken over a period of years, would more than counterbalance the higher initial cost.

The increasing strain of modern road transport demands more efficient road surface, and I can think of no other material than rubber to fill the bill.

Your board has given reasonable financial assistance to demonstrate the undoubted advantages of rubber paving, and, while a certain measure of substantiation is justifiable in the earlier stages of development, commercial exploitation can only be successful on a strictly business basis, so that a permanent market can be established.

THREE STARS.

Jean Arthur, Mary Brian and Nancy Carroll.

COMING TO ORIENT.

Shanghai has been very fortunate recently in getting the presence of many film favourites. But never before in Shanghai's history have so many beautiful and talented girls arrived at one time.

Three beauties will soon grace the streets of Shanghai. Celebrities may come and celebrities may go, but the thrill of seeing your favourite cinema star face to face on the street is a thrill that is never forgotten. Imagine when walking down Nanking Road, one comes face to face with Nancy Carroll or Jean Arthur or Mary Brian. That will be the pleasure of many, for all these Paramount stars are coming to Shanghai in the near future. Nancy Carroll and Mary Brian on the President Adams, and Jean Arthur two weeks later on the President Harrison. These three are very prominent in filmdom.

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MASTERPIECES OF FRENCH ART.

Renoir and the Impressionists.

Of the 20 paintings to which the present exhibition at Reid and Lefevre's Galleries, in King Street, St. James's S.W., is confined, it may be said that they are representative of the highest achievement of late nineteenth-century French painting, writes P. G. K. in a recent issue of the Daily Mail.

One may go further and proclaim that nothing approaching the group of seven Renoirs has ever been seen in Britain. Renoir, indeed, emerges from this little exhibition as the supreme figure in French art of his period.

We are apt to look upon him as one of the leaders of the then "revolutionary" impressionist movement. Here we replace the comparative unimportance of the technical points which justify his classification as an impressionist, when in every other respect he proves himself the unmistakable direct descendant of the French eighteenth-century masters. His art is the logical development of the art of Watteau, and Boucher, and Fragonard.

From the impressionists Renoir derived his understanding of sparkling sunlight and vibrant atmosphere, but his concern with design, volume, and form is the negation of true impressionism, which sacrificed almost everything to surface appearance. Nothing could be more classical than the orderly, rhythmically flowing composition of his entrancing "Baigneuses dans la forêt," even though no vestige of academic linear drawing obscures itself under the veil of flickering, moving light and shade.

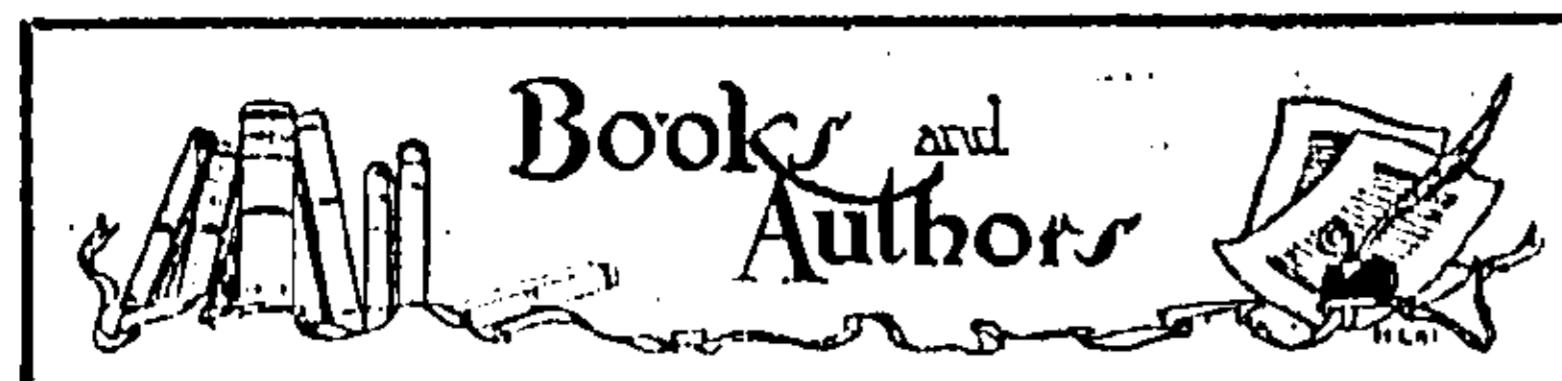
Surprises.

It is surprising to find that this picture was painted in the same year, 1886, as the cleanly drawn and very smooth "Femme à l'éventail," which betrays the master's early training as a painter on porcelain. There are other surprises at this exhibition. Who would have thought it possible that Sourat, the arch-pointillist, could have been responsible for the wonderful copy of Ingres's "Andromeda," in which he adds to Ingres's classic perfection of drawing and modelling an appreciation of quality in paint never attained by Ingres himself?

WATER RETURN.

The level and storage of water in our reservoirs on August 1 is as under:

City and Hill District	1929	1930
Tytam	1	1
Tytam Beywash	1	1
Tytam Intermediate	7'10" B	1
Tytam Tuk	5'7" 9' B	2' 1" B
Wong Nai Chung	0' 5" B	1' 7" B
Pokfulum	1	0'10" B
[Note: B denotes "Below Overflow"; A denotes "Above Overflow"; L denotes "Level with Overflow."]		
Storage in millions and decimals of gallons		
Total	1,040.40	2,040.65
Consumption in the City and Hill District in millions and decimals of gallons during the month of July.		
Tytam	122.9	130.0
Consumption	124.19	389.37
Estimated population	434,280	444,000
Consumption per head per day	9.2	28.2
* Includes 92.61 million gallons from Mainland.		
Supply by Street Fountains Only		
During the Whole Month.		
July, 1929.—On July 1, the hours of supply were 6-8 a.m. and 6-8.30 p.m. (Peak District 4 hours daily). From 2nd-22nd inclusive the hours of supply were 6-8 a.m. and 6-8 p.m. (Peak District 4 hours daily). From 23rd-31st inclusive the hours of supply in the City and High Level Districts were 6 a.m.-6 p.m. Tank Supplies were suspended on July 30.		
Kowloon	1929	1930
Shok Lai Pui Reservoir	0'11" B	L
Reservoir	20' 5" B	L
Reception Reservoir	L	L
Storage in millions and decimals of gallons.		
Total	1,029	1,030
Kowloon Reservoir	342.07	362.50
Shok Lai Pui Reservoir	49.55	



POET OF MANXLAND

Forceful Lines of a Country Pastor's Son.

HIS LOVE OF THE SEA:

Someone once asked Thomas Edward Brown why his name was not included in a list of Minor Poets published in a magazine article to which, though he was an extremely modest man, he smilingly replied "Perhaps I am among the major." He was, and almost, and to-day his work is rising in the public estimation, so that wherever English-speaking people are gathered you will find those sweet lyrics "My Garden," "Dora," "Clevedon Verses," "The Prayers," and "Oh, 'Blackbird'" known and loved; while "Catherine Kinrade," a tragic story, has received the highest praise.

The son of a country pastor, Brown was born in 1830, at Douglas, and brought up at the pretty village of Kirk Braddon in the Isle of Man. All his life was made happy by reason of the beauty of his island home, and though he left it when a young man to enter Oxford University as a Servitor at Christ's College, and returned to England in later years as the successful headmaster of Clifton College, yet Man (as he liked to call his homeland) was his Melody abode and furnished him with constant inspiration. Her rose-embowered cottages; her deep and leafy glens; her gorse and her heathery hills; her blue bays, deep chasms—homes of the thundering ocean tides; and above all, her rocks of purple, buff, black, gray or yellow bringing to him constant delight and gratitude for the world's wonder.

When unable to return home, he liked to stand on the Cumbrian Mountains and glimpse its purple hills, away across the waves against the sunset; half sighing to himself as he thought:

"I wonder if in that far land Some child is growing up like me When I was child; care-pricked, yet healed the while With balm of rock and sea."

Maxmann himself, he loved the Celtic strain in his fellow islanders and wrote much in their race dialect, often recording their own sayings in verse, such as:

"Pride eh? Turn your back and pride It ate all you'll give him, and more beside."

His characters are simple fishermen, country girls, quaint characters at ports such as Peel or St. Mary's, and the little chil-

AN INTRODUCTORY HISTORY

by
A. H. CROOK, O.B.E., M.A.
W. KAY, M.A.
W. L. HANDYSIDE, M.A., B.Sc.
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lren who played about on the sands; and though he came to have a world-wide appeal, his own aim was first:

"To sing a song shall please my country men."

The sea in all its moods, blue as heaven, ashen gray or "cold and hungry 'gainst the clamorous shore" is his constant inspiration; and sometimes, as in "Euroclydon," his sea pictures touch very deep note:

"Dear Lord if Thou Wouldst walk the sea, My prow Unblenched should turn to thee; Wind roars, wave yelps— To thy blest side I'll slip, Use helps And undergird the ship."

The veriest dunce where poetry is concerned could not I think fail to be interested in Brown's verse. All is colourful in it and, like

Masefield, he can tell a tale. Being island-born, he was naturally a sailor well used to managing a sail in a breeze, failing to be out at sunset to see the big ships go by, and often to be found among the ropes and tar and resin and barrels upon little quays. Few better pictures of a departing ship can be found in English literature than his poem "The Schooner"! —

"Just mark that schooner westward far to sea, 'Tis but an hour ago When she was lying hoggish at the quay And men ran to and fro . . . And now behold! a shadow of repose.

Upon a line of grey She sleeps—that transverse cuts the evening rose— She sleeps and dreams away Soft-blended in the unity of rest."

It has always seemed to me that one's first impressions of a poet's work may be more illuminating than anything one ever discovers about him on closer acquaintance, and since the first verses I ever read by T. E. Brown, which were seafaring verses too, illustrate my point, I will relate a personal experience. I was very young, ardent and ambitious, had only just glimpsed the world, was apparently not likely ever to sail out to adventures; when, one day, I saw Brown's lines "Star-Steering," in, I think, a literary review, and read with avid comprehension:

"O will it ever come again That I upon the boundless main Shall steer me by the light of stars? O Venus! Mars! When shall I steer by you again, O stars."

There was something in those words of the hopeful prophetic and I copied them out and never forgot them. They made me, I think, more watchful of the mental horizon, where, scanning the heavens, I at last found a star that did actually guide me safely from the shadowy harbors where I had tarried. Which is the sort of effect, I fancy, any poet would be joyful to have attend upon his work in after days. Those few brave lines made me a T. E. Brownist and it was not long before I had read all his work and discovered too from his "Letters" what a courageous and charming character he was.

Clement Leong 96
Harold Clarence Leong 95
Kathleen Mackay 91
Maria da C. Gertrudes' Comes 87
Puriza D'Eca 81

Music and Melody

TRINITY COLLEGE.

RESULTS OF MUSIC THEORY EXAMINATIONS.

LOCAL SUCCESSES.

The following are the results (supplied by Mr. Wm. Anderson, local secretary) of the Theory Examination held at the University of Hong Kong on June 7.—

HIGHER LOCAL.

Honours.

Fuk Inouye 84

ADVANCED INTERMEDIATE.

Honours.

Irene Ung 98

INTERMEDIATE.

Honours.

Caroline Braga 85

Mary Braga 85

Frances Lau 84

Isabel Pestonji 84

Anita Silice 82

Ol Lin Cheung 81

Aurea Baptista 81

Benedicta Xavier 80

Muri Alves 80

Pass.

Hilda Alice Wood 76

Barbara Wong 71

Yuet Luan Wong 69

Lily Agnes Shearer 67

Marion Lau 65

ADVANCED JUNIOR.

Honours.

Austra Miller 82

Pass.

Joan Smith 77

Beatrice Rose Cullen 77

Ansie Lee 71

JUNIOR.

Honours.

Clement Leong 96

Harold Clarence Leong 95

Kathleen Mackay 91

Maria da C. Gertrudes' Comes 87

Puriza D'Eca 81

TALE OF KERACH.

Feng, the panther, slid stealthily through the Indian jungle, when suddenly he stiffened, and sank noiselessly into the long, soft grass. He was a few yards from the edge of the drinking pool where all the wild animals came, after moonrise, to quench their thirst.

Three timid, striped deer were nervously lapping at the immobile water. Foot by foot, inch by inch, Feng neared them, and suddenly, before they knew it, sprang on them. Two he killed instantly, but the third turned round and raced into the undergrowth. The panther, giving a long howl to his mate, Neera, gave pursuit.

For hours pursued and pursued ran, till at last, as the green dawn broke, they came upon rocky ground. The prey was now exhausted, and with one last great bound Feng gave his bid. The deer, however, took a fine spurt, and the panther missed his stroke by inches only. As he fell unexpectedly, his head struck a stone, breaking his neck in a second. Half a mile up Kerach, the Kite, he had caught sight of the dead Feng by the aid of his telescopic eyes.

Hoovering for a second, like a great dragon-fly, he suddenly made vertical swoop towards his prey. Simultaneously, from all parts of the sky, his brothers swooped with him, Kerach leading them all. In two minutes the still panting deer ran for life, leaving the terrible Kerach, master of the great, silent, upper air, to his meal.

At noon, as a bear tramped past the spot, he saw a few white, bloodstained bones lying across his path.

Above, as he looked, he saw the kite, a semi-circle of black dots,

and he smiled grimly as he once more acknowledged the unwritten law of the wild.

Where Are The Buttons?

Infant teacher, giving a lesson on "The Bear," and speaking of his thick, warm coat. "And can the bear take off his coat like you can?"

"No, teacher."

"Why cannot he take off his coat?"

"Please, teacher, because only God knows where the buttons are."

Source of Trouble.

Small boy (watching artist at work): So you're left-handed?

Artist: Yes.

Small boy: Maybe that's where the trouble lies.

Piano.

Alventi Lukkovecky 77
Kathleen Chester 76
Raymond Blackmore 73
Maria Branca da Costa 66
Eric T. Wood 65

PREPARATORY.

Pass.

Doris Li 97

Maurice Rupert Leong 97

Beatrice Pestonji 95

Carmen Marie Alonso 89

Grace Swan 85

Alice Leung 81

Phyllis Mooney 79

Jean Allstair Bryson 79

Dora Ellis 78

Agnes Laing 72

Evelyn Dorothy Witchell 70

Charles Abbas 68

Shella Leung 65

Mary Stella Bander 65

THE CASE OF INDIA.

Honours.

Caroline Braga 85

Mary Braga 85

Frances Lau 84

Isabel Pestonji 84

Anita Silice 82

Ol Lin Cheung 81

Aurea Baptista 81

Benedicta Xavier 80

Muri Alves 80

Pass.

Hilda Alice Wood 76

Barbara Wong 71

Yuet Luan Wong 69

Lily Agnes Shearer 67

Marion Lau 65

India is a little despondent about her music. She thinks it is dying, and the doctor has been summoned three or four times; he is called an "All India Congress." Nothing has come of his visits; and what the patient really wants is good food and exercise. Arts have always thriven best in schools, and in India that has generally meant in a Rajah's court. Some of those Rajahs have instituted a European band, and there is very little to be said for that. But the majority of the reigning princes encourage native music, and so do wealthy commoners of both races, and it is there that hope lies. It is impossible to think that the arts of India have not as great a future as they have had a past; if her people will bestir themselves and take a statesmanlike view. Music at any rate is in their bones. Such an appealing, human thing as they have made of it, through the ages, so elaborate a convention, with so much scope for the true artist is hardly to be found elsewhere outside Europe.

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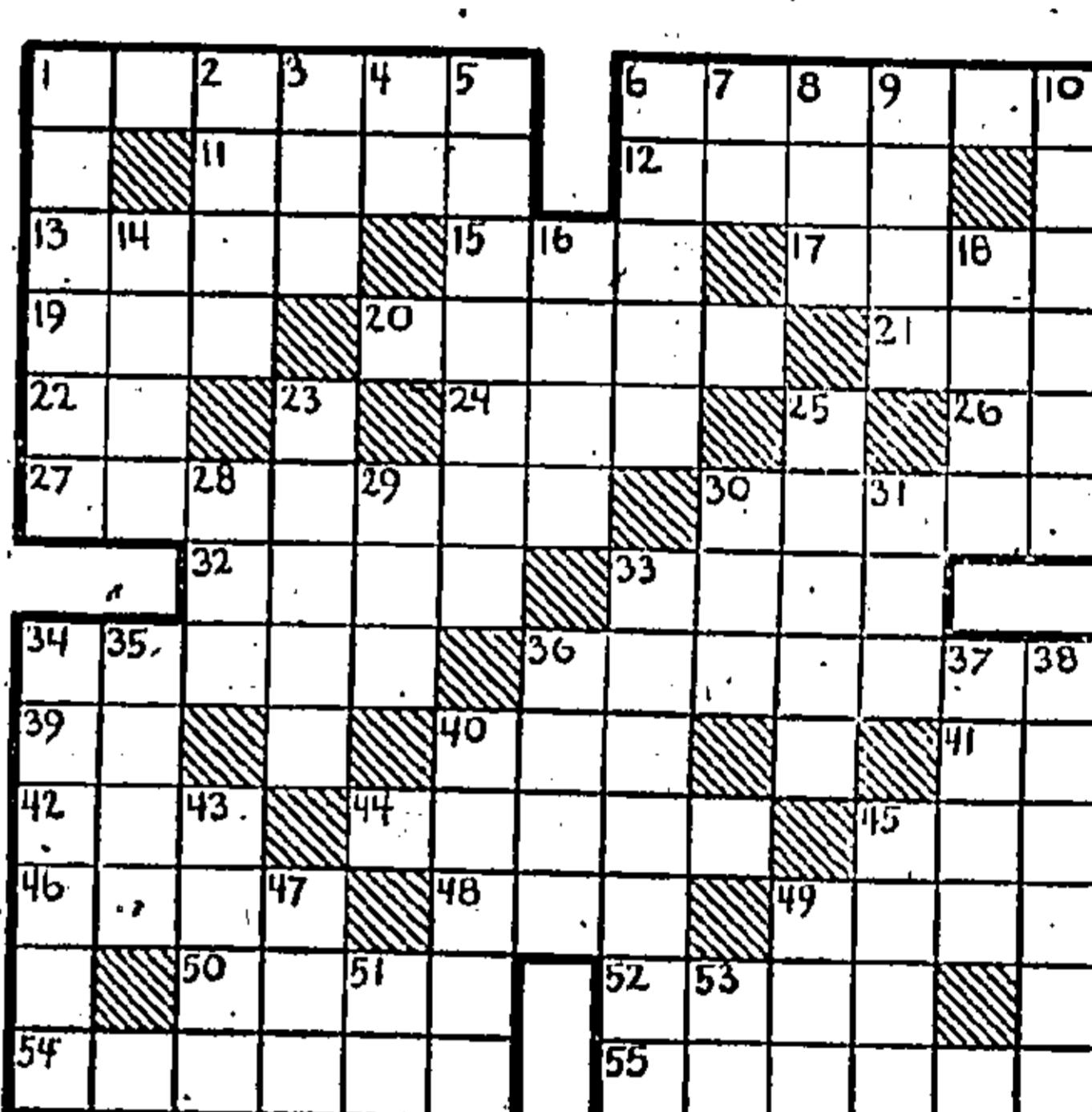
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OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL (Cont.)
1-To fight
6-To the head
10-Ditter enmity
14-Space
15-Full of metal
18-Excessive anger
21-Plunges headlong
25-Yung horses
28-A sailor
29-Energy
30-Possessive pronoun
31-The low of the cow
33-Things not to be
34-A treaty port in South China
35-Precariously
36-Member of an English political party
37-Scare
38-To show plainly
40-Road or way
41-Former state
42-Bridge
43-Depart
44-Weed
45-Preface
46-Part of a tree
47-Part of a tree
48-Correlative to this
49-To walk like a duck
50-Calm
51-Depart
52-Verbal
53-Vertical
54-Last week's solution.

According to a doctor, singing warms the blood. We have heard some that has made ours positively bold.

Professional Wall-street operators are reported to be passing sleepless nights—presumably because they can't count enough sheep jumping in.

A negro preacher was denouncing the sins of his congregation, "Bredmen and Sistern," when he warns you "kuhnat do helnow sin of playng dice. Ah charges you 'gainst do black rascally of lifting pulllets. But, above all else, Bredmen and Sistern, Ah demolishes yo 'kuhnat do crime of molon stealing."

A brother in a back seat made an odd sound with his lips, rose and snapped his fingers. Then sat down again with an abashed look.

"Whoso, ma fren," said the parson, sternly, "does yo' get up an snap your fingers when Ah speake of melon stealing?"

"Yo' jes' reminds me, parson," the man in the back

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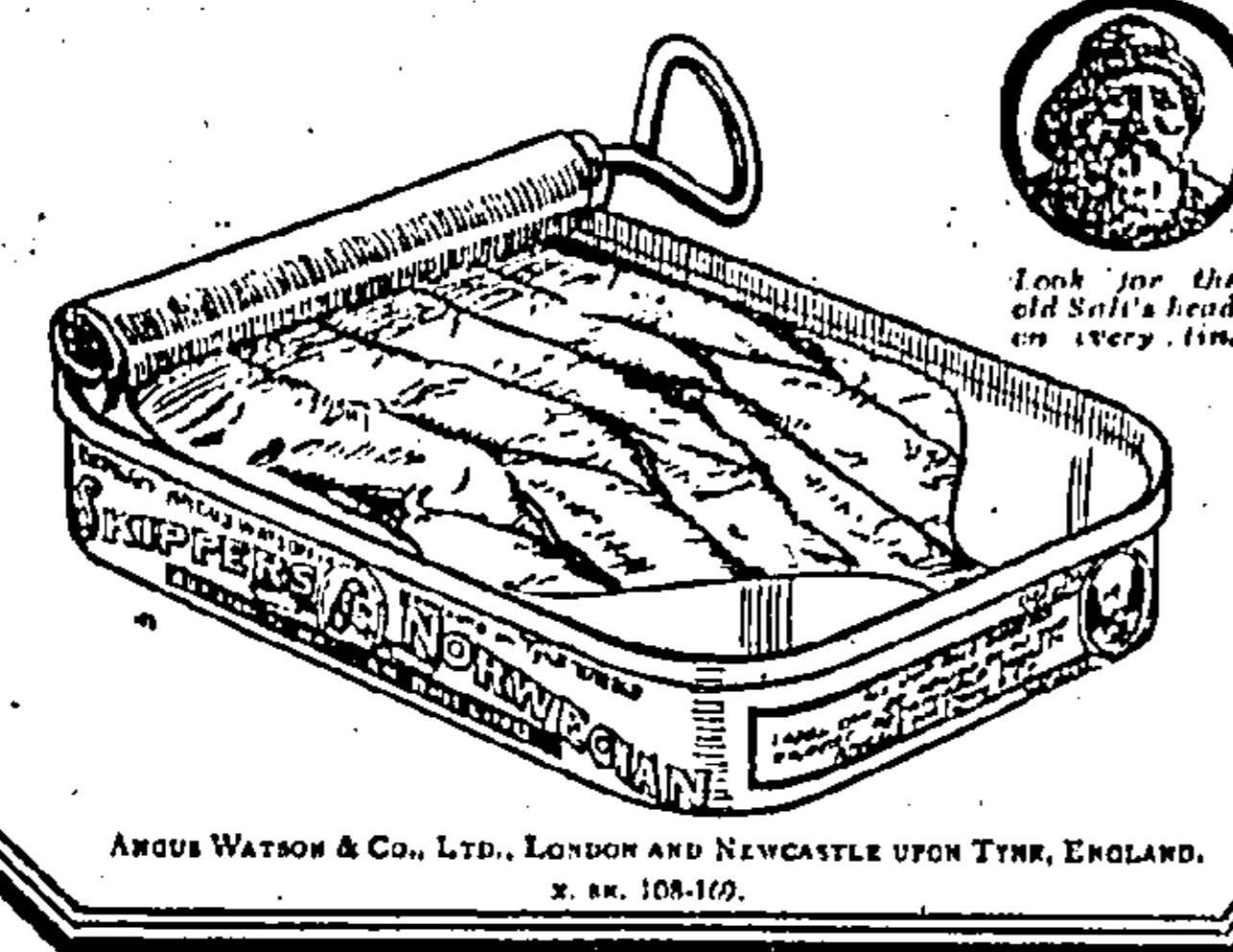
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ROUND THE TOWN

This is the question. Who is that was on practically everybody's lips during the past week. No one of our acquaintance seems to have seen this elusive lady, but they were all tremendously interested. The discussion we heard was that Elsie must be a rare beauty because she appeared to be the extra special preserve of a small band of the sleekest of our Sheiks. They make a lot of mystery about her and refuse to let any one outside the clique in the know, although they were not adverse to discussing her openly. Well, we decided to place one of our sleuths on the job of tracking this vamp to her lair.

* * * The Elsie hoax She's a Myth. went about his job with admirable energy for this hot weather, spurred on no doubt by the vision of a "pretty 'un" at the end of the search. We saw no sign of him for two days, and were beginning to think that he had eloped with Elsie, when our sleuth turned up at the office on Friday afternoon, and a more dejected person we never saw! No, he didn't fail in his commission, but there was none of his usual triumphant smile of success when he announced the result of his search. "Elsie is a dam myth," he announced ill-naturedly, and the laugh that went up among the rest of the staff, who had gathered around, did not improve his temper!

* * * It was with great difficulty, therefore, that we were able to get his story. After a lot of humouring, he grunted: "It's only a name invented by some brainless guy for a tea joint in town!" Then, keeping a straight face with difficulty, we sympathised with him. It worked! And he out with it. "Elsie" is the name given by the aforesaid sleek Sheiks for the tea lounge at Lane, Crawford's restaurant! We must admit that we weren't enlightened by this announcement

* * * The unusual Chinese number of accidents at the new Gloucester House in the course of construction on the site of the burned out portion of the Hong Kong Hotel attracted some attention when

and consequently made no comment. Our sleuth flared up again! "You boneheads, can't you see the connection? The obvious abbreviation for Lane, Crawford's is L.C., and 'Elsie' is the next step in the evolution of the hoax. Some poor 'cod' hit hard, started the story of the vamp, and I was sent on a wild goose chase!" "Pretty smart," some one ventured. "Smart nothing," growled the sleuth, "any fool can think up such things—how about Nell for Newspaper Enterprise, Limited?"

* * * The Elsie hoax has set us thinking. Name? Name? and I brought us to the conclusion that it depends very much on what you are naming. Take the names of colours, for example. It seems that, whilst they have all along been given names that appeal to the fair ones, never a thought was given to the poor mere male. With few exceptions all the fashionable tints have the names of flowers or fruits. That is not good enough! Men should have some colours named to suit their taste. Think how refreshing it would be, this thirsty weather, and money too tight for us to drink all we want, if our dear at home and the walls of the rooms at the Club are painted in colour of beer or ginsling, etc., whatever a fellow's favourite drink is. Auto-suggestion would do the rest, and we should be satisfied with two drinks where normally it takes very much more to quench a thirst! At present the only drink colour we have is champagne, but that would hardly be universally popular in a Club. It might bring back to some Benedick remembrance of his wedding day!

* * * The "Dandy" Chinese Superstition. at the new Gloucester House in the course of construction on the site of the burned out portion of the Hong Kong Hotel attracted some attention when

the report of each accident was published in the papers. Then they were promptly forgotten by the foreign section of the community, who dismiss them as mere unfortunate coincidence. But not so our Chinese friends, particularly the lower class, 75 per cent. of whose character is made up of superstition, and these accidents have fired their imagination. Thus we heard from a Chinese friend of the superstition attached to Gloucester House. He is not of the masses, but a man of Western education, and was careful to emphasise that the superstition he was telling us about was given currency to by the lower class. But considering the gusto with which he spoke of it we cannot help thinking that he shares in its belief. If we are wrong, we ask his forgiveness.

* * * The superstition Earth-bound is that the Spirit? e n t h - bound spirit of the British bluejacket (A.B. Butcher) we ascertained from our files, who lost his life by falling from an upper floor veranda whilst gallantly engaged with his comrades in rescue work, is haunting the site and is the cause of these deaths, all brought about by falls from great heights. Why, we asked, in view of this superstition, can men still be found to undertake work on those dizzy heights? Can it be that these workmen are not such firm believers in superstition as those before them?

* * * No, our friend Are They believers all right, but with scarcity of work these days one cannot pick and choose, and must take risks to get a livelihood. The majority of those who are thus forced to take this sort of work fast become fatalists, and each day when they go to their work they fully expect not to return alive. If they did, well, they are lucky, and the joss paper dealers profit by a couple of coppers!

* * * Further notes on this subject The "Dandy" Brigade. on the reaction to our contributor's revelations — have unavoidably been left over owing to pressure of space in these columns. Look out for them next week!

SUNDAY SALLIES.

Wedding bells sometimes turn out weeding belles.

* * * "Forged Railway Pass."—Who forged our million dollar Rail-way?

* * * Reliably reported that there are more Buffs than bluffs on H.M.S. Medway.

* * * A strong man must Dick Barty be: he "threw the audience into roars of laughter."

* * * With two talkies open this seems to be developing into a quoetious city.

* * * "Has Anybody Here Seen Kelly?"—The new Commander-in-Chief on the China Station.

* * * The Flying Club's Instructor is Howes and the engineer Hawes. Why not the Howes and Hawes Club?

* * * Judging by the winner of the King's Cup at Bisley women's aims have become straight no well as high.

* * * To "Nafuk."—Don't touch the shares, but if you do, sell out next day by all means and you shall never regret our advice.

* * * To "Adogap."—Exchange is against you. If you want the shares in question you can easily arrange with your banker—provided you have any money there: if not, hands off!

* * * Columbus tracked a Hemisphere, As Newton traced the Stars; Napoleon bled a Continent At the behest of Mars; And Rhodes extended Empire, With vision clear and pat—but Bradman "Licks Creation" By the magic of his Bat.

"Black Magic" seems to have been landed by a Harpoon.

* * * There seems to be an undue wastage of wordage in some efforts at writing leading articles.

* * * A cat may laugh at a king, but a motorist can't laugh at a Police Sergeant unless he's prepared to pay a fine of \$10.

* * * Read that a beggar youth in Kowloon "even had the audacity to approach Chief Inspector C. Aris."—"Arising" indeed!

* * * The man who practised the confidence trick on a Chinese woman and got the loan of an electric fan seems to have been full of hot air.

* * * A Chinese charged with hawking cigarettes without a licence, was selling "smokes" made from discarded stumps.—Dentists' or cricketers?

* * * Overheard in a shop:—Elderly Male Customer—Half a dozen pairs of your ugliest socks, please.

* * * Shop Assistant—Our ugliest socks, sir?

* * * Elderly Male Customer—Yes, then my son won't wear them.

* * * "Oh, that this too, too solid flesh would melt.

* * * Thaw and resolve itself into a dew;

* * * So that I could wear a medium length belt.

* * * And in catching the tram save a minute or two."

* * * A Chinaman who had a cigarette in his mouth at the Kowloon Magistracy was told by the Magistrate: "This is not a place of entertainment: this is Court."—Henceforth "Smiles in Court" and "laughter" shall be ruthlessly suppressed.

* * * Ping Pong is the safest game to play we are told.—Personally we prefer tiddlywinks when our nerve has deserted us.

* * * Information is wanted regarding the whereabouts of Mrs. Zena Axe.—Why not apply to the Retirement Committee?

* * * The vote of three lakhs for the University was made on account of the lack of lakhs.—Alackaday may keep the lack away.

* * * A poem of 70,000 to 80,000 words is being published.—We can't remember a recent Spring that was good enough to inspire this.

* * * To-day's highly improbable tale.—There is a certain pen in the G.P.O., the nib of which did not come over with William the Conqueror.

* * * Time stood still for at least one day yesterday.—He was not in love, but he didn't notice his watch had stopped until after the last tram for the Peak had left.

* * * Newspaper heading: "Sponges in Slam."—By no means unique. Any amount of these creatures can be found these hot, thirsty days in the Club and Hotel bars!

* * * "The tens of thousands of small fish," that managed to get through the strainers of the electric plant must have gone there to hide from some of the small fry in the Colony.

* * * Cocktails are said to liven up shy and backward people.—What about serving some to the young clerks in certain Government offices who seem so diffident in coming forward.

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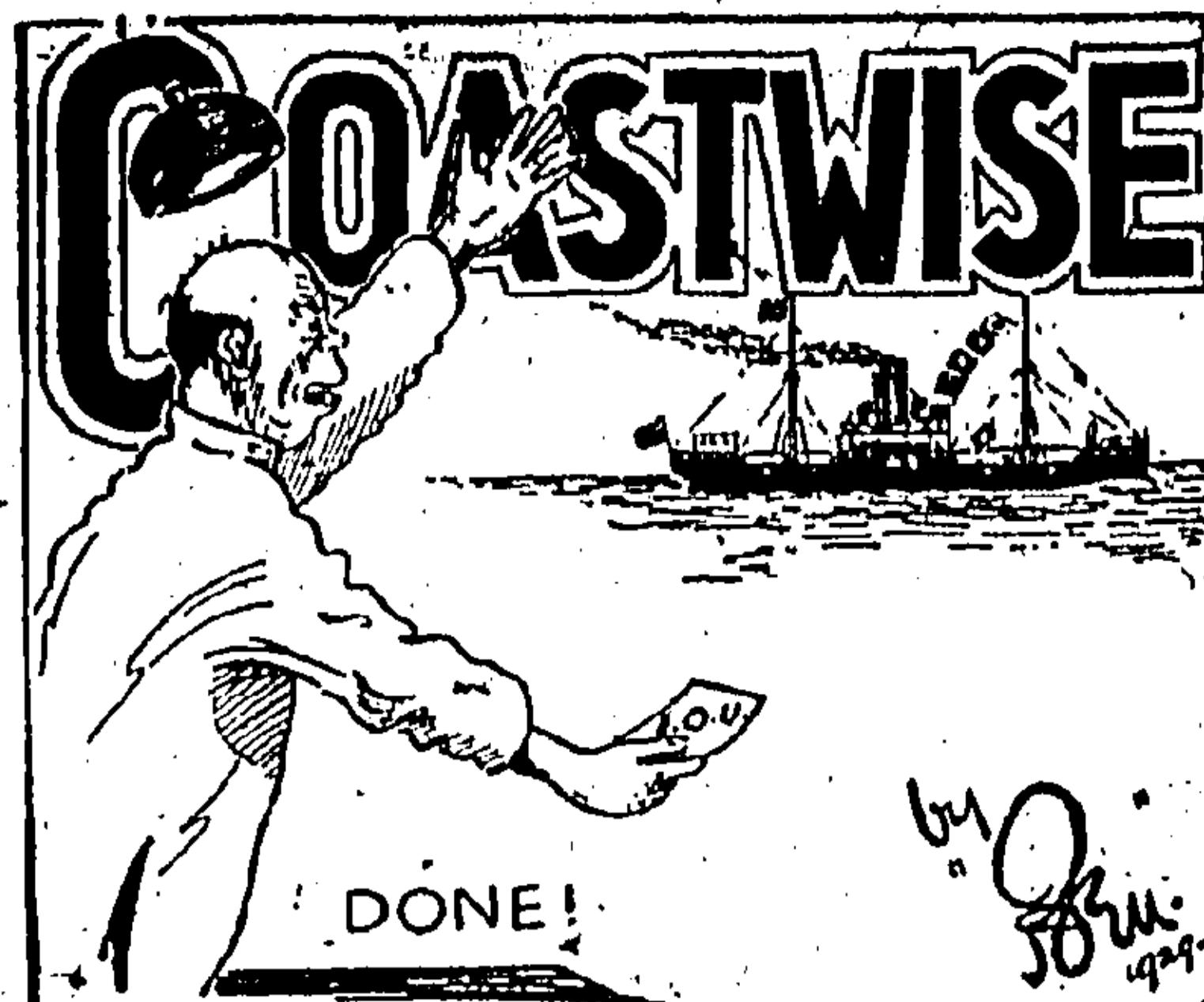
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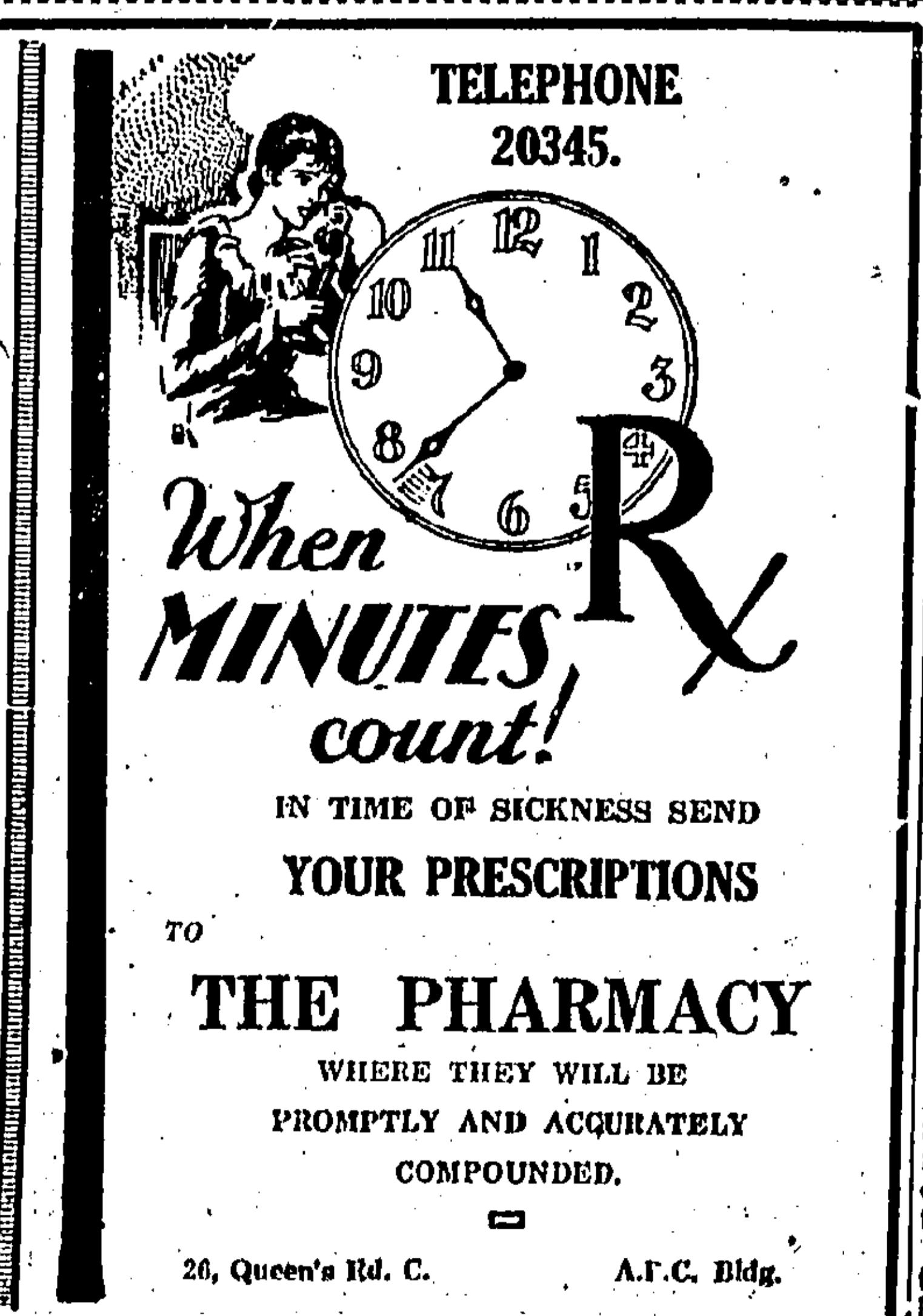
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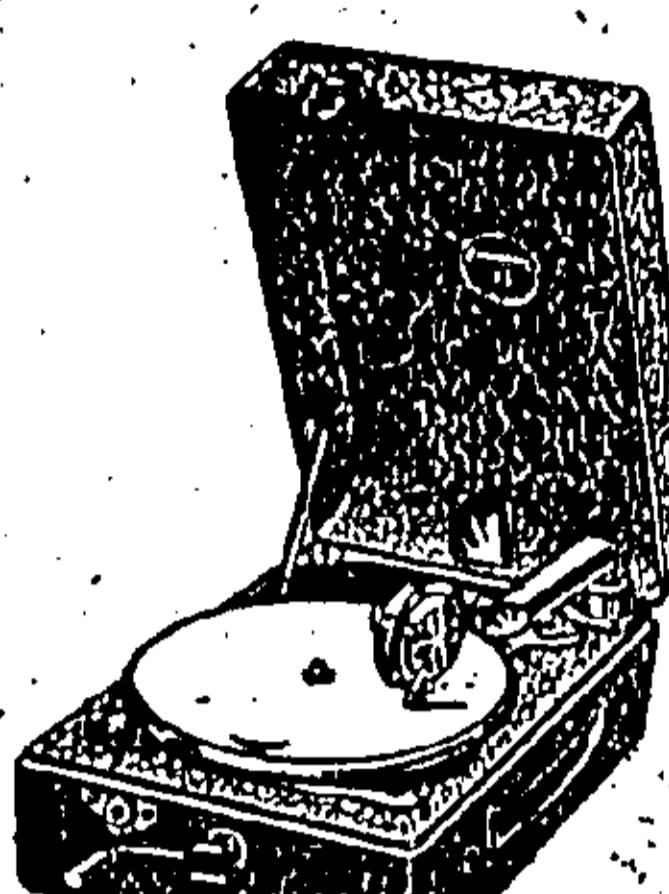
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HONG KONG, SUNDAY, AUGUST 17, 1930.

Modern Cricket Genius.

AT the Oval the fifth and last Test match has begun. Even in this Colony sportsmen of every calibre, whether wielders of the willow or not, are following the fortunes of England and Australia with the greatest interest. For once we can safely discard the "parish pump" and mentally cast our eyes afar off where the modern gladiators of cricket are fighting it out to a finish.

Perhaps the reason why cricket holds its charm for the imagination of the British race is that, while it is a team game, which at its best must be played in a team spirit, there is so much individuality and personality in its performances. A great game is won by the united achievement of one side as against another, but in the winning there always stand out certain personal achievements in batting, bowling and fielding. And the manner of them is always distinctively characteristic of those who achieve them. The judgment and technical mastery of a Hobbs, the steadiness of a Sutcliffe or Woodfull, the resourceful persistence of a Tate, the aggressive genius of a Grimmett or Trumble, able to transit high strategy to his finger-tips, the cool inspiration of a Bradman—custom does not stale their infinite variety. Cricket is a battle ground of personalities, and because personality is an incalculable and uncertain quality, ebbing and flowing from day to day in each personality relative to the powers of others, we enjoy the "glorious uncertainty" of cricket. It can be very dull to watch, but even the long spells of dullness are enlivened by a certain tension of expectancy. High drama is always momentarily possible.

In some respects cricket is remarkably unsuited to its position as Britain's premier Summer game. "No other invented sport is so contrived to keep, during the bitter inclemency of the British Summer, nine or ten men sitting idly in a cold and draughty pavilion (grimly appropriate word!) while of the thirteen men on the field three at most have a fair certainty of that continuous exercise needed to keep the blood from congealing in our climate," writes Mr. Ellis Roberts in *The New Statesman*.

And yet, though most young men, having to get their exercise within a limited time, are turning to golf and tennis, and the number of those who watch the game is not large compared with that of the devotees of football, the prestige of cricket has never been so high. For the one who plays, and the hundreds who watch, there are many thousands who talk cricket and read it. It is poetry and drama and art to multitudes, including many not unaware of the high joy to be gained from the usual kinds of poetry, drama and art. For great cricket, in its unity of craftsmanship and thought, is a great art of its kind.

And around the game has gathered a splendid tribe. There is magnanimity in the cricket atmosphere. Perhaps the most pleasing feature of Bradman's great performance at Leeds was the elation of the "hostile" crowd who watched it. Their unstinted cheers made them sharers in a glorious moment of the great game.

Let us, therefore, not begrudge ourselves, in the name of reason, the interruption of our daily local anxieties by a joyful pilgrimage in the spirit to the Oval.

BRITAIN AND EGYPT.

The Egyptian situation concerns Great Britain only indirectly, but nearly enough to be a serious anxiety. Egypt is internally self-governing now and the actual conflagration was caused directly by a quarrel between King Fouad and Nahas Pasha, the leader of the Wafid, or Nationalist Party. The King refusing to make certain constitutional concessions, Nahas resigned and was succeeded by Sidky Pasha, who has little Parliamentary backing. The Wafid decided to organise passive disobedience, but this peculiarly Indian notion does not belong to the Egyptian mind, and resistance to authority flared into savage riots.

Great Britain is concerned inasmuch as she has made herself responsible to other European Powers for securing the lives and interests of their subjects. Owing to the failure of the recent British-Egyptian negotiations on the question of the Soudan, British troops are still stationed in Cairo and Alexandria, but they are evidently being held in reserve for the last emergency.

Nahas Pasha left London on cordial terms with the British Government, saying that he and his fellow delegates had lost a Treaty but won friends. He is certain to do his best to keep his followers from being implicated with the British, but the situation seems to have got beyond his control.

NAVAL RIVALRY.

Franco-Italian naval rivalry, which had been threatening to upset even the benefits of the Three-Power Naval Agreement arrived at recently, has taken a new and hopeful turn. France had been threatening to build a greatly increased programme in order to place her fleet beyond the level of Italy's capacity to build up to the parity with her which Italy has claimed.

That would have meant disturbing the figures agreed on by Great Britain, the United States and Japan. Now Italy has suggested a naval holiday for herself and France while negotiations proceed.

Her original proposal was for a long-term holiday. This long-term cessation the French find difficulty in accepting, as they maintain that the bulk of their present fleet consists of old vessels, and in new ships Italy is nearly equal to them as it is.

They regard the Italian proposal, therefore, as a suggestion designed to give Italy parity cheaply. Their latest reply, however, accepts the suggestion so far as to agree to postponement of building till the end of the year while conversations proceed.

The French find it hard to estimate the Italian attitude as Signor Grandi is talking the language of peace, and Signor Mussolini using that of threats. Signor Grandi's policy appears to be the official policy of Italy.

RARE WILD LIFE.

African Expedition's Fine Specimens.

Rare specimens of wild animals, as well as motion pictures and valuable data on the wild life of Africa, have been taken to America by an expedition organised by the Academy of Natural Sciences of Philadelphia.

Among the most prized of the specimens are two bull giant sables, the rarest of animals, a group of Hunter's antelopes, a group of Waller's gazelle, otherwise known as "gerenuk," and about 900 wild birds of rare species, more than 5,000 varieties of fish, and a quantity of field notes on bird life of Africa.

One of the giant sable bulls is the largest specimen ever obtained. It carries horns 6½ inches long, with a base circumference of 12 inches. The second bull was slightly smaller, having horns 5½ inches long.

"During the entire trip," said Mr. Prentiss Gray, the leader of the expedition, "we were not once shot by a wild animal, nor was a single shot fired in self-defence. While photographing lions, the rifles were kept trained on the animals in case of attack, but they were never used."

HONG KONG FAIRY STORIES.

The Civil Service C.C. have a high opinion of the Kowloon Dock R.C. and the Electric R.C. as sportsmen in lawn bowls.

The C.C.C. are entertaining the Club de Recreio at a special dinner in honour of yesterday's victory.

Suggestions sent in to the Retrenchment Committee will not be welcomed.

The traffic arrangements for buses at Kowloon Point are the best in the Orient.

CAESAR AND SIR ARTHUR.

More Spirit Messages Reported.

APPOINTMENT WITH WIFE.

London, July 11. Extraordinary reports of messages received from Sir Arthur Conan Doyle from "the other side" are reported from various parts of the world. In New York a medium, tied to a chair, enclosed in a sack, and locked in a cage got a message for Lady Conan Doyle, and a Paris medium was informed that Sir Arthur was very happy among roses and in the company of Joan of Arc, Cleopatra, Caesar, and a few others.

The following article is from the Rev. Charles L. Tweedale, vicar of Weston Otby, near Leeds, who tells of spirit communications received concerning Sir Arthur.

The first sitting was on Tuesday evening, the day following his death. The sitters were Mr. and Mrs. Dorothy M. Tweedale.

A spirit messenger, described as "A" came, and, without being asked by the sitters, said:—

"Doyle is resting by the river bank. He will be active in a few hours."

The sisters were asked to meet again on the following night—Wednesday. On this occasion, says Mr. Tweedale, "A" came and said:—

"I am going to give you a message direct from Doyle and will try and write through 'B.' I am the transmitter and 'B.' is the writer."

"B" now takes charge and proclaims—"Understand this is Doyle's message—Well, Tweedale, I have arrived here in Paradise. That is not Heaven. Oh, no, but what we should call a dumping place, for we all come here as we pass on to rest."

"I am still resting. I will from time to time give you descriptions of my surroundings. The people here are giving me a great welcome, and I have much to say later on."

Mr. Tweedale is widely known as an authority on psychic matters, and his writing, having attracted world-wide notice.

He was personal friend of Sir Conan Doyle.

With Cleopatra. At midnight his agitation increased, and at two, when the atmosphere had become almost unbearable with the choking incense, the women urged the medium to make a stronger effort.

Shortly afterwards the medium said: he could see a group of about ten persons growing in size. They were说话, but he could not understand what they said. At three o'clock he announced that he could discern Joan of Arc, Victor Hugo, Cleopatra, Caesar, Anatole France, and George Sand. They were saying, "Good-day, everyone."

About four o'clock Sir Arthur Conan Doyle announced himself. He was standing with his arms folded and with a calm expression on his face. The medium made an effort to understand what Sir Arthur was saying, and received the following statement:—

"Roses. There are roses here. Happiness surrounds us."

New York, July 11. Further messages were alleged to have been received from Sir Arthur Conan Doyle from the "spirit world" at a remarkable seance in New York late last night which was attended by representatives of the Press.

The seance was held in the home of a well-known spiritualist medium, Nino Pecoraro, who was tied to a chair enclosed in a sack and locked in a cage.

Soon a thin gasping voice was heard from the cage alleged to be that of Sir Arthur.

"Send a telegram to my wife," said the voice, "telling her to be in a dark room on Tuesday night when I will commune with her."

To Write a Book.

"I have an important message for her. Now that I am dead the world will see the truth."

The voice added that it hoped to write a book while in the spirit world.

SHARKS' FINS.

Bizarre Dishes at Exhibition.

Silkworm salad, shark's fins, sea- weed jelly.

These are some of the gastronomic specialities which will be served in the Indo-Chinese restaurant next May when the International Overseas Exposition opens its gates. Other dishes will include swallow's nests, lacquered duck, and dried shrimp.

Each overseas territory, it is announced, will construct a native restaurant as part of its exhibit, and the bizarre foods and distinctive drinks of each colony will be available.

As far as the menu is concerned, visitors will be able to lunch in Morocco, take tea in Indo-China, and enjoy dinner in Madagascar.

Many doubtless will prefer to eat French food served in the series of Parisian restaurants which will be constructed within the exposition.

A number of these overseas restaurants will be strictly bone-dry, namely, those from Mohammedan countries, since alcohol beverages are forbidden by the Koran.

IGNORANCE OF THE LAWS.

Two Chinese pig dealers were charged at the Kowloon Magistracy yesterday, before Mr. Whyte-Smith, with having landed pigs at an unauthorised place, to wit, Kowloon City ferry wharf.

Sub-Inspector A. H. Elston stated that Sergeant Macnamara saw the defendants landing 80 pigs at one o'clock in the morning. Pigs were not allowed to be landed between 6 p.m. and 6 a.m. Kowloon City ferry wharf was not included in the ordinance.

Both men pleaded ignorance of the local laws, and his Worship imposed a fine of \$10 on each.

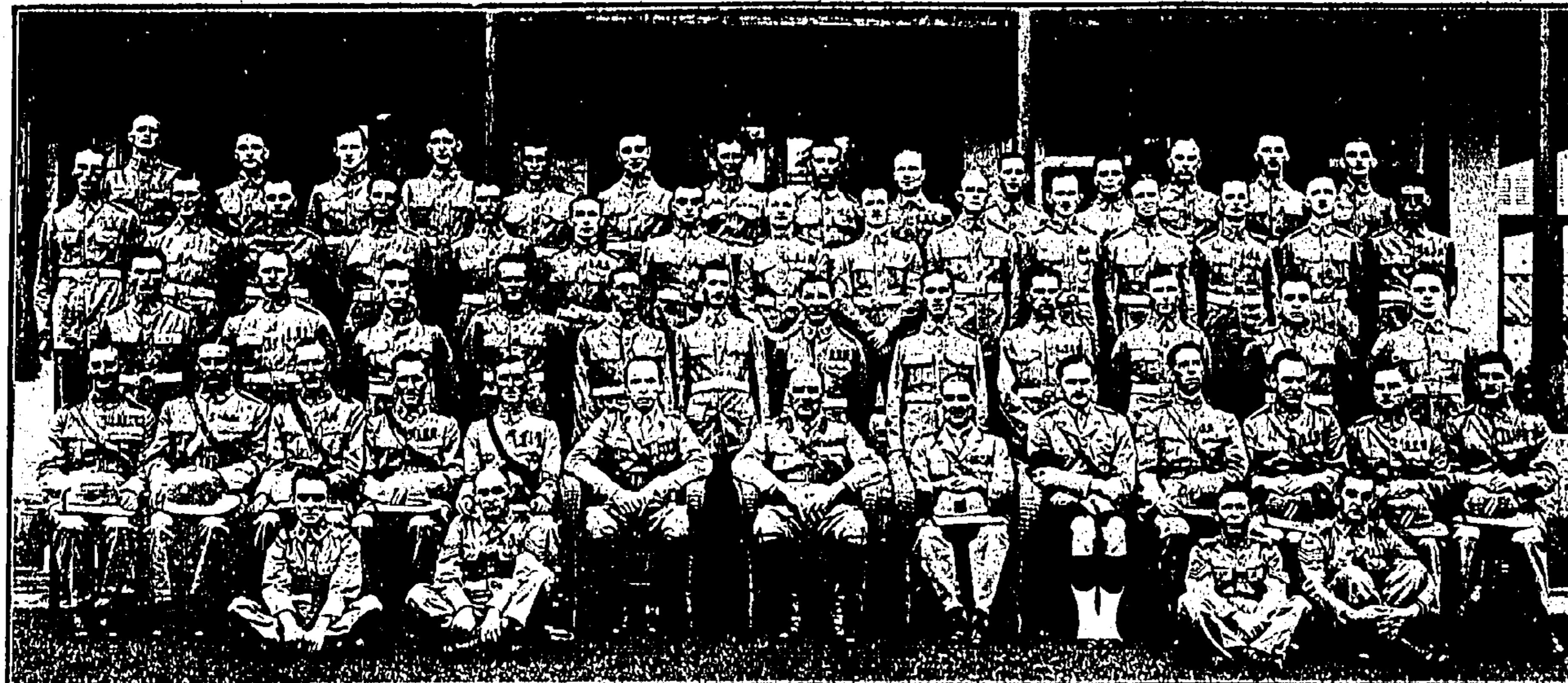
READERS, AMATEURS OR NOT, ARE INVITED TO SEND PHOTOGRAPHS AND ILLUSTRATIONS TO THE EDITOR OF THE "SUNDAY HERALD" FOR INSERTION IN THIS PAGE, SUBJECT TO HIS DISCRETION.

ILLUSTRATED SECTION

PICTURES TO BE RETURNED SHOULD BE CLEARLY MARKED THUS, WITH THE BENDER'S NAME AND ADDRESS. IDENTIFICATION OF THE PERSON OR EVENT SHOULD BE CLEARLY AND BRIEFLY SET OUT.

HONG KONG, SUNDAY, AUGUST 17, 1930.

1



GARRISON SERGEANTS' MESS.—(Back row, standing) Sergt. Hazzard, R.A.P.C.—Sergt. Cole, R.A.O.C.—Sergt. Lydon, R.A.P.C.—Sergt. Evans, R.A.P.C.—Sergt. Ashman, A.E.C.—Sergt. Pinson, R.A.O.C.—Sergt. Boylan, R.A.S.C.—Sergt. Omerod, R.A.P.C.—Sergt. Tripp, R.A.P.C.—Sergt. Wright, R.A.P.C.—Sergt. McCulloch, R.A.S.C.—Sergt. Byer, R.A.O.C.—Sergt. Troops, R.A.P.C.—Sergt. Spence, R.A.P.C. (Second row, standing) S. Sgt. Nond, R.A.O.C.—Sergt. Hudland, R.A.S.C.—Sergt. Townsend, R.A.P.C.—Sergt. Macklin, R.R.S.C.—S. Sgt. Iyuan, R.A.O.C.—Sergt. Anderson, R.A.S.C.—S. Sgt. Lee, R.A.A.C.—S. Sgt. Hodson, O.C.M.—R.A.S.C.—S. Sgt. Marshall, R.A.S.C.—S. Sgt. Getham, R.A.O.C.—S. Sgt. Randall, R.A.S.C.—S. Sgt. Payne, R.A.S.C.—S. Sgt. Whithorn, R.S.C.—S. Sgt. Spurke, R.A.P.C.—S. Sgt. Holman, M.M., R.A.O.C.—S. Sgt. Duffield, R.A.O.C.—S. Sgt. Jordan, R.A.S.C.—S. Sgt. M. M. Thomas, R.A.P.C.—Armt. Q.M.S. Hedge, R.A.O.C.—S. Sgt. Clarkson, R.A.P.C.—Sergt. Bent, R.A.P.C.—S. Sgt. Q.M.S. Duffield, R.A.O.C.—S.Q.M.S. Jordan, R.A.S.C.—S.Q.M.S. Tiltcat, R.A.P.C.—Armt. Q.M.S. Sparey, M.M., R.A.O.C.—W.O.I. Pumilio, A.E.C.—S. Sgt. Cond. Mitchell, R.A.O.C.—S. Sgt. Major Ackland, R.A.S.C.—S. Sgt. Major Carter, R.A.P.C.—Major T. J. R. Langland, M.C., R.A.S.C.—Major General J. W. Sandhills, C.B., C.M.G., D.S.O.—Garrison Sergt. Major L. Glomartin—Garrison Staff Captain D. R. M. Cameron, A.D.C.—W.O.I. Parsons, A.E.C.—S. Sgt. Major Weatherly, R.A.S.C.—S. Sgt. Major Atkins, R.A.S.C.—S. Sgt. Major Collins, R.A.S.C. (First row, sitting) Armt. Sgt. McDonald, R.A.O.C.—Armt. S. Sgt. Bastin, R.A.O.C.—Armt. S. Sgt. Shoesmith, R.A.O.C.—S. Sgt. Sanderson, R.A.O.C.



GOOD HEADS.—In the Second Division of the Lawn Bowls League on August 9 the C.S.C.C. defeated the K.B.G.C. Photo shows two good heads in the nearest rink between Hayne's and Raylance's rinks; and, beyond that, between Hollands' and Davidson's rinks.—(K. Fujiyama).



ROYAL BIRTHDAY.—Saturday last week was the 72nd birthday of H.M. Queen Emma, the Queen-Mother of Holland. The occasion was celebrated by the local Dutch community at a dinner (depicted above) given by the Consul-General, Mr. M. J. Quist, at the Repulse Bay Hotel.—(Ming Yuen Studio).



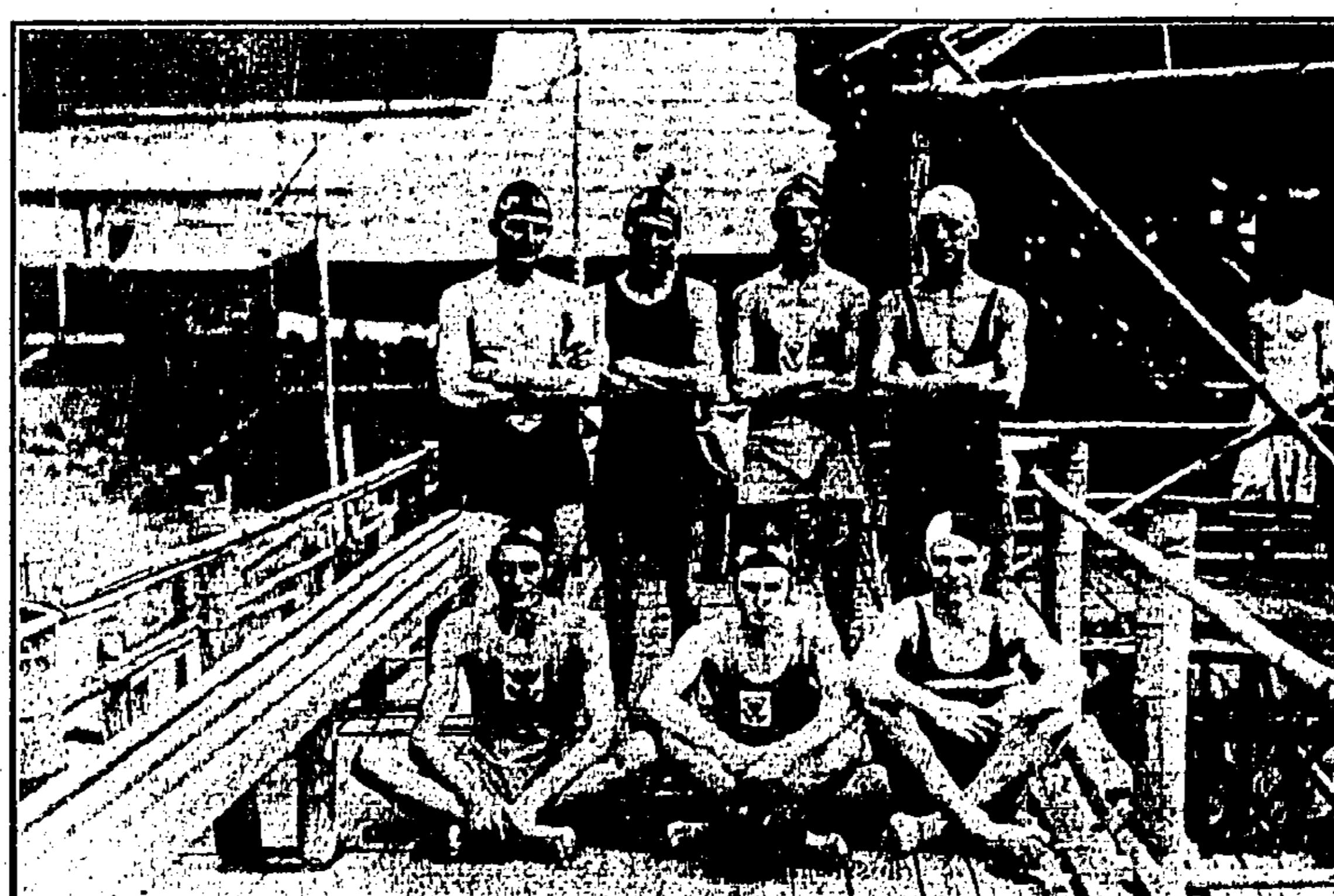
BEFORE "FRIENDSHIP CEASES."—Snap taken in the C.C.C. pavilion on August 9 of some of the C.C.C. and C.S.C.C. lawn bowlers before the League's game commenced.—(K. Fujiyama).



"DELIVERING THE GOODS."—E. L. Hollands, Civil Service, snapped delivering a wood in the match against the K.B.G.C. on August 9.—(K. Fujiyama).



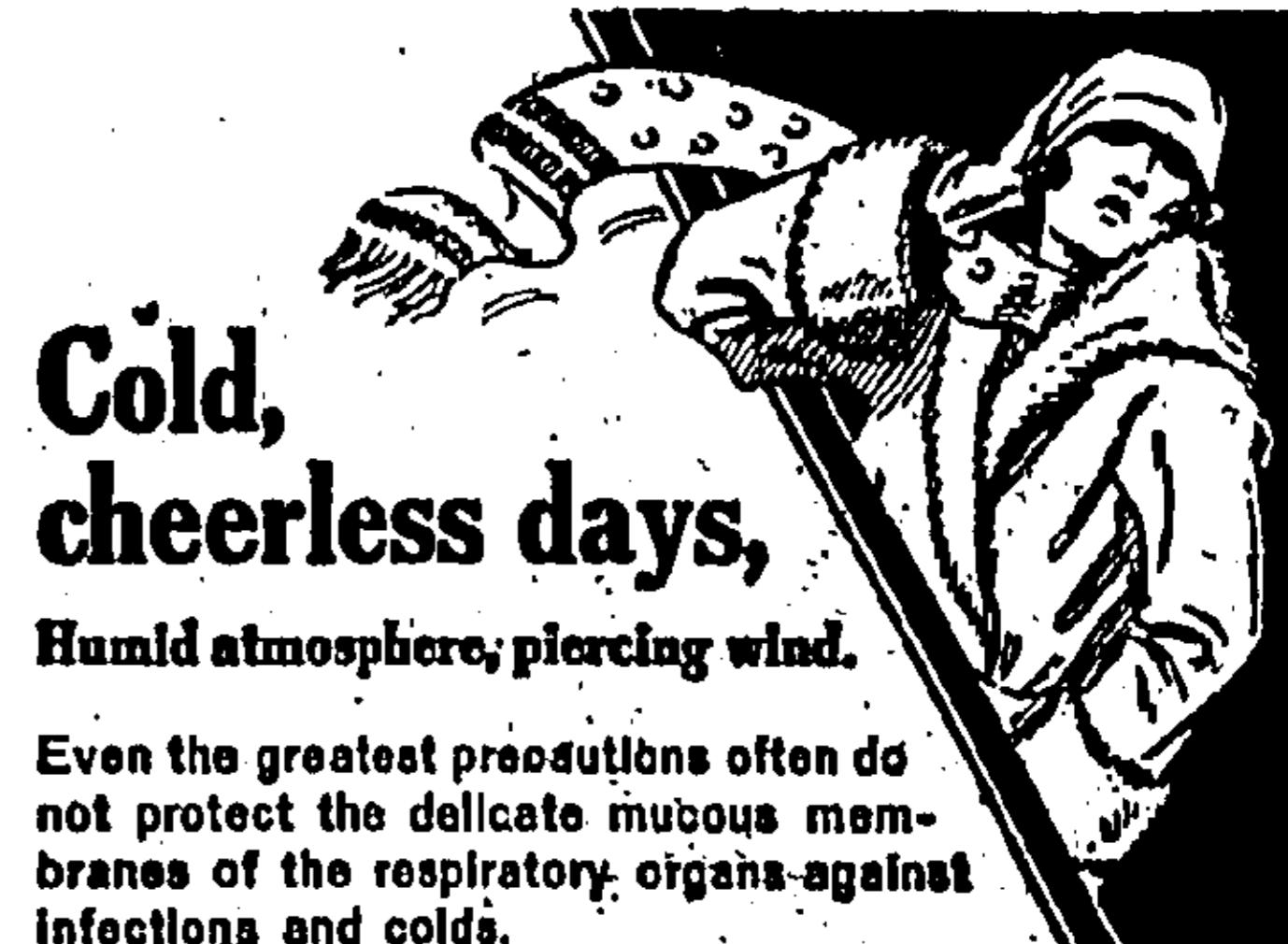
"IN ACTION."—One of the Civil Service, in the act of delivering a wood in the League game against the Cralenggower C.C.C. on August 9.—(K. Fujiyama).



WATER POLO.—Group photograph of the H.Q. Wing, Somerset Light Infantry, winners of the Garrison Water Polo League small units' match recently. They defeated the 20th, Battery, R.A., in the final by 5 goals to 2.—(K. Fujiyama).



"AWAY SHE GOES."—A Civil Service C.C. lawn bowler showing the way to the jack in the match against the C.C.C. on August 9.—(K. Fujiyama).



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The WOMAN'S Page

"Like Mother—Like Daughter."



Two visitors who attended great attention at the Eton v. Harrow cricket match at Lord's, were Mrs. Marnet and her little daughter, who with the exception of hats, were dressed exactly alike. — (Sport and General).

BEAUTY RECIPES.

Besides keeping her complexion clear and soft through rest and judicious eating, drinking and smoking, a noted American beauty uses the following home-made cleansing cream:

Half-pint of rosewater, 3 drachms of white wax, 4 drachms of oil of almonds, and 3 drachms of spermaceti. Melt the white wax and spermaceti together with the oil of almonds. Beat it all up well, adding the rosewater slowly until it is cold. Put the cream in a spot and pour some rosewater on the top, leaving it for two or three

days. It is a pure and delightful cream, she says, and has a fragrant perfume.

Her teeth she keeps in excellent condition by a regular quarterly visit to the dentist, and a dentifrice of pure camphorated chalk pounded to the finest powder with pestle and mortar. This, she uses, together with a weak solution of permanganate of potash crystals, as a mouth wash.

Her hair shampoo she describes as the simplest in the world, namely, water softened by a bag of fine oatmeal, a pure soap made from palm and olive oil, and rinsing water to which lemon juice has been added.

THE DOLLY VARDON HAT SHOP.

FIRST SHOWING OF THE NEW FALL FELTS AND SPORTS WEAR

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CHARGES MODERATE



THE CURL FASHION.

Sydney, June 29. It has taken Miss Dorothy Harnett, one of Sydney's pretty business girls to show that hair dressed mid-Victorian fashion can be the natural feminine complement to the long flowing high waisted evening frock. Not the least afraid of being the cynosure of surprised eyes, she created a mild sensation at the Big Brother Ball recently, with this demurely attractive last century coiffure.

The dressing was only a matter of about twenty minutes and the cost a few shillings. With agile fingers, "Madame" twisted Miss Harnett's long, soft, dark brown hair into curls and sighed for the days when hair-dressers really were hair-dressers, and dozens of women were "coiffured" before going to a party or dance. As things are trending "Madame" may live to see fashion's cycle bring back the elaborately dressed head.

Observers overseas tell us that there is a definite fancy among smart young things for long hair much curled about the nape of the neck. Parisian dress designers are doing their best, too, to drive us back to complete femininity and up-to-date they have had their way in most things. It remains to be seen. As yet the Sydney girl has persisted in clinging to her smartly groomed semi-shingle. There is little sign that she even intends growing her hair. Miss Harnett is one of the lone pioneers in this back-to-Victorian tendency in evening coiffure. — Sydney Sun.



Suitable for the beach parade and leisure hours at home.

SALTED ALMONDS.

Allow one teacupful of thin cream and two tablespoomfuls of grated cheese, seasoning, and small piece of butter to three eggs. Butter an omelet-pan, pour in the cream, and bring to boiling-point, and poach the eggs in it, bursting well with the cream. When set, place on hot dish. Add cheese and seasoning to the cream in the pan and stir until it has melted, without letting mixture boil, then pour over the eggs and serve with fingers of toast.

THESE PARAGON WIVES

To-day we hear a great deal about the cleverness and capability of the young wife and mother. How well she runs her home and yet manages to keep up her sports, her bridge, and many of the social engagements which occupied her before marriage! What delightful little dinners she gives, how well her baby looks and how smartly turned out!

"Simply a matter of organisation," she airily remarks . . .

Nobody troubles to query her statement or investigate its truthfulness. She is taken at her own valuation, and really soon begins to believe she is the super woman admiring friends and acquaintances make her out to be. But what is the real truth of the matter? What is the home like "behind the scenes?"

Nine times out of ten the house is really run by the little maid-of-all-work. Run, that is, in the slush fashion which is all she has time for. To her also is left much (readily too much) of the baby's upbringing, while her mistress rushes off to the golf course, because she must have exercise, and to her afternoon bridge club, because it would never do to be out of the swim of social life in her own particular suburb.

If baby is seedy, or the maid departs with a suddenness not always blameless, then there is usually "mother" round the corner ready to step into the breach. But for a convenient Grannie, alas, poor baby!

Those wonderful dinners, too. How often they come, ready to be warmed and served, from a local delicatessen shop, or one of the big stores. Carefully chosen and camouflaged with some extra garnishings, it is easy for them to proclaim silently the prowess of the wife's proficiency in cooking. But what of the poor husband's pocket

A Charming Gown of Floral Chiffon.



"Why be so pensive Madame, when your gown is so lovely and which Madame Zane (London) has made look charming in floral chiffon on a white ground with a soft bouquet of garden flowers on the shoulder?" — (Sport and General).

when this is the way the catering is done?

The children's clothes and the immaculate way in which their husbands always appear at the morning train are but other points for which these wives so often gain added kudos, simply by taking unto themselves the credit. But if it were not for Grannie's clever fingers in the one instance, and a public valeting service in the other, both would probably be in a sorry plight. Yet, after all, can we altogether blame these young wives for living and flourishing under false pretences?

It is really the logical outcome of their upbringing and the methods of present-day approbation.

Their mothers encouraged them in childhood and girlhood "to put all their goods in the window" as it were, and "to have a good time." So now they demand as a right that they should both eat their cake and have it, and tell the world loudly how well they are accomplishing this feat, till they are taken at their own valuation and are credited with a cleverness wholly undeserved. But it seems a pity.—Looker-On in the Evening News.

BROWN AND WHITE SEASONAL.

An Autumn suggestion is offered by Ruth Chatterton, appearing in Paramount's production, "The Better Wife," in the guise of a street outfit of brown and white. This is a likely mode for the early Autumn days, since Miss Chatterton's fashion innovation requires brown and touches of white. The frock in question is created in brown wool crepe with bands of white crepe as effective trimming. A brown and white felt hat and sables complete the costume.

MRS. BETEN.

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VEGETABLE SHAMPOOS

Wing Lok Bldg., Kowloon.

Tel. 56218.



For street, sports and semi-dress occasions these fetching new models feature the favoured flare styles with a varied number of clever new fashion features.

SHOE-MAD WIFE.

Husband Makes Her Mania A Plea For Divorce.

Because his wife devoted her whole life to her shoes, a Berlin husband is now seeking divorce.

He told the court that not a week passed without the purchase of a new pair. And she changed those she was wearing five or six times daily. She now possessed 76 pairs, and had cleared out everything else in the bedroom shelves and drawers to make room for them.

This, he added, did not worry him, but he was driven to seek his freedom by the discovery that she had commenced to clear out the shelves of his bookcases to make room for her footwear.

WOMAN SMOKERS.

A woman doctor's breezy condemnation of women smokers outlined the annual conference in London of the National Association for the Prevention of Tuberculosis.

Dr. Constance Brown said she wanted pure air to breathe. Everywhere people went they breathed nicotine.

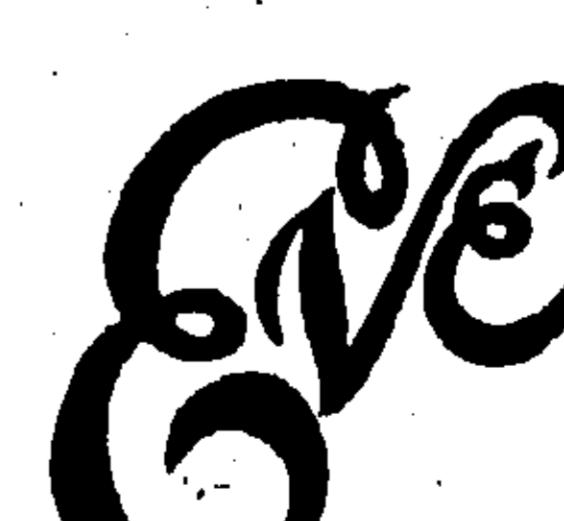
"I can hardly sit down next to a lady but she puffs volumes of smoke from her cigarette," she proceeded.

"I take up my handkerchief and try to fan it away. If that is not effective I say to her, 'I wish you would kindly consume your own smoke.'

"I will say this," added Dr.

Brown, "the men smoke very much better than the women."

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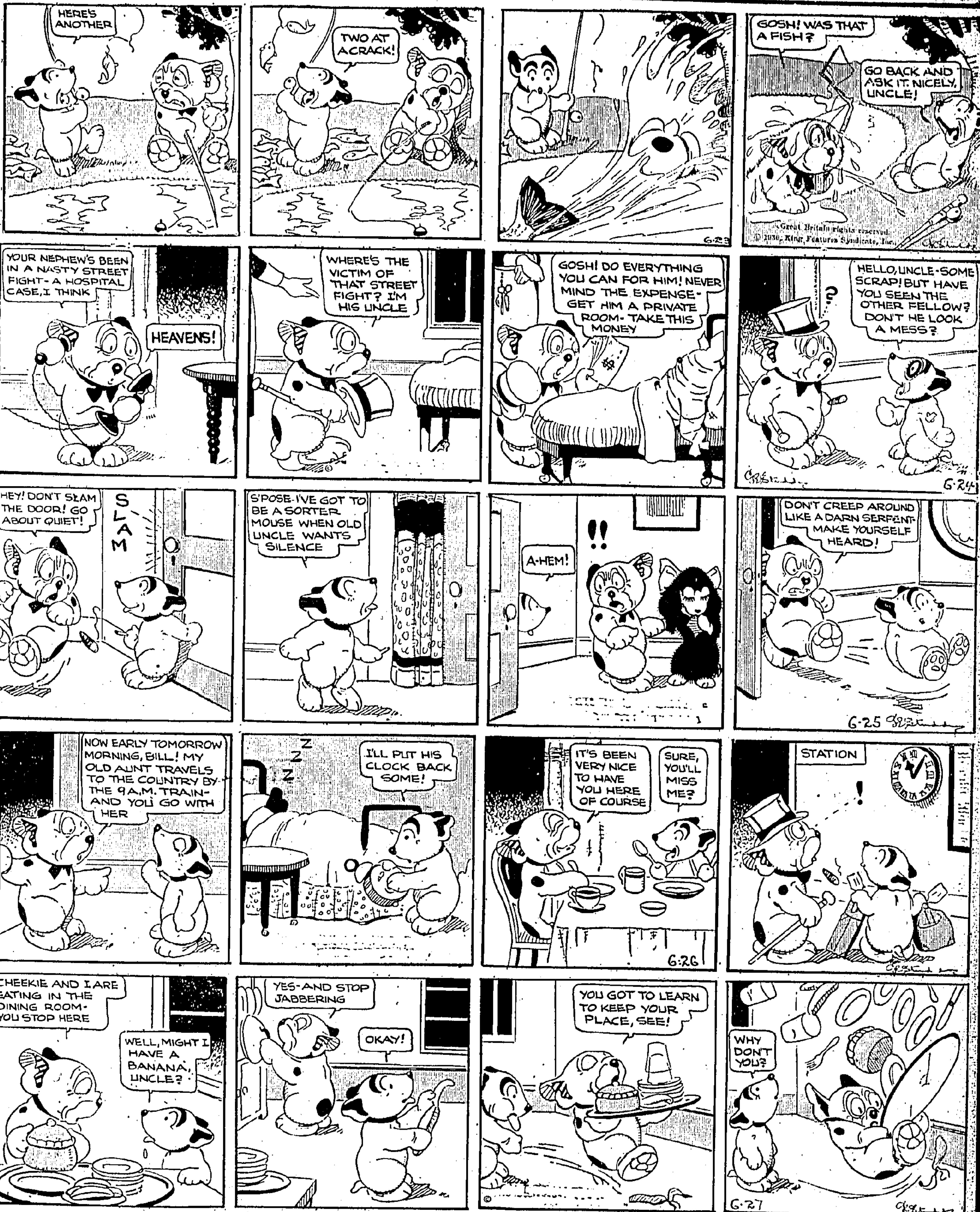
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BONZO

By George Studdy



FURTHER BARGAINS AT WHITEAWAYS SALE

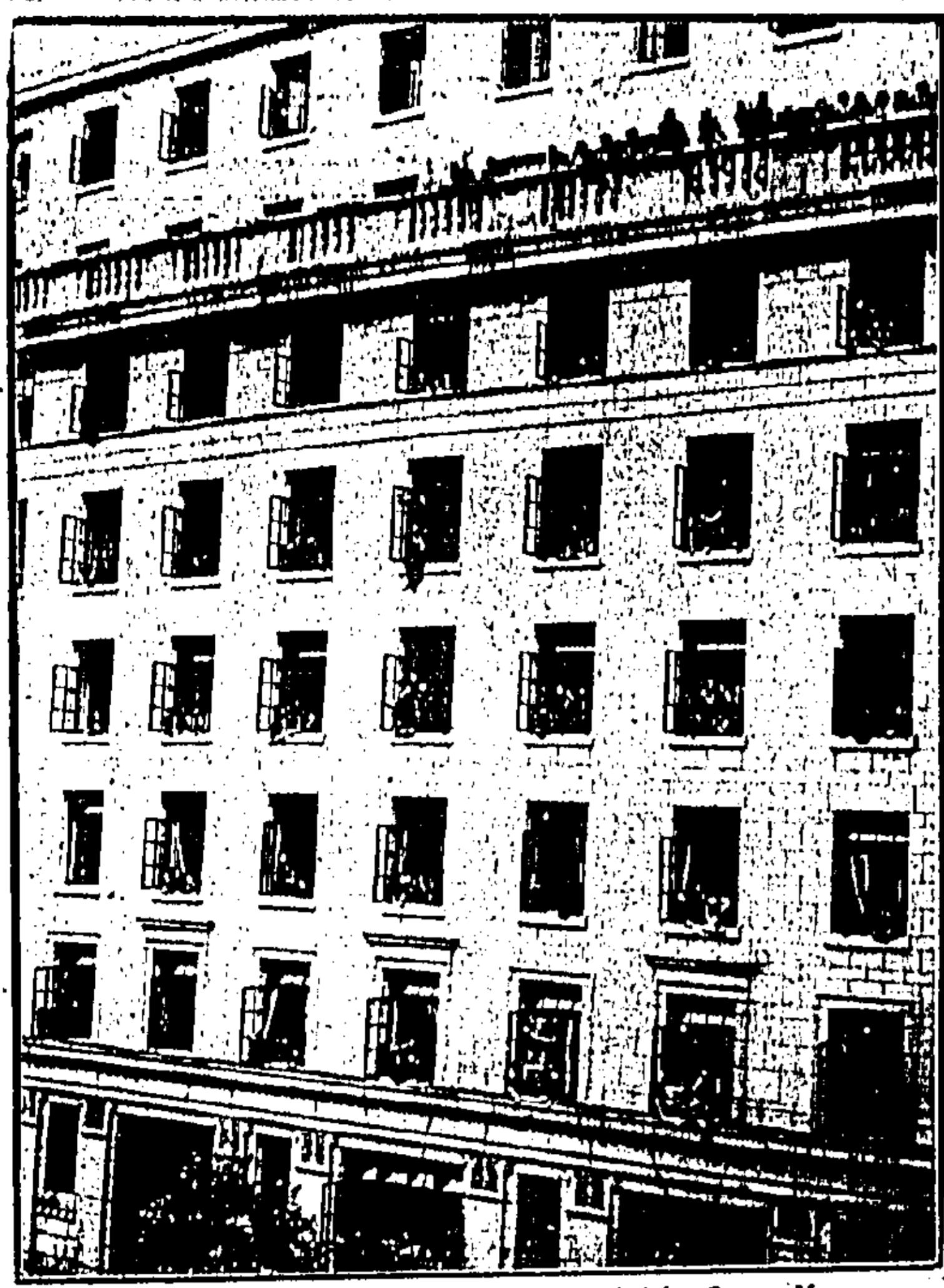
SELECTIONS AT RANDOM FROM OUR BARGAIN TABLES.

The following are just a few of the Thousands of Bargains offered next week in our GREAT SUMMER CLEARING SALE. Economy is the order of the day, so call and look round. You will probably find something you absolutely need at a real Economy Price.

260 Boxes "JEWEL" Fine Scented Skin Soap for Bath or Toilet. \$1.00 Box, 3 Cakes.	1,500 Yards Fancy Cotton Voile. Pretty designs. 38 inches wide. \$1.00 Yard.	750 Yards JASPE CLOTH. All new shades. Fast Colours. 48 inches wide. \$1.95 Yard.	50 Pairs White Cotton Bed Sheets. Excellent Wearing Quality. Size: 2 by 3 yards. \$10.50 Pair.	300 Only Bead Choker Necklaces. All different designs. \$1.00 for 3.	150 Only Ladies' and Children's Ready-to-Wear Hats. TO BE CLEARED at \$5.00 Each.	1,000 Packets of SOAP FLAKES for fine washing. \$1.00 for 4 Packets	432 Pairs Men's Art Silk and Cotton Socks. Newest designs. All sizes. \$1.00 Pair.
10 Gross Strong Folding Garment Holders. Useful for Travelling. \$1.00 for 5.	100 Dozen Ladies' Ribbed Cotton Vests. All sizes. \$1.00 for 2.	60 Only White Cotton Blankets for present use. Size 76 by 68 inches. \$4.50 Each.	300 Sets GLASS DISHES. Flutist design. Oval shape. \$1.50 Set of 3.	400 Pairs Ladies' Art Silk and Cotton Hose. All Colours. \$1.00 Pair.	50 Pairs Only Ladies' White Canvas Shoes. Odd Makes and Sizes. \$1.00 Pair.	500 Packets Paper Serviettes and doyleys. 20 and 25 in Pkt. 20 Cts. Packet.	200 Pairs Men's Braces. Celluloid Fittings. Cord ends. \$1.25 Pair.

CALL EARLY FOR THESE AND OTHER WONDERFUL BARGAINS.

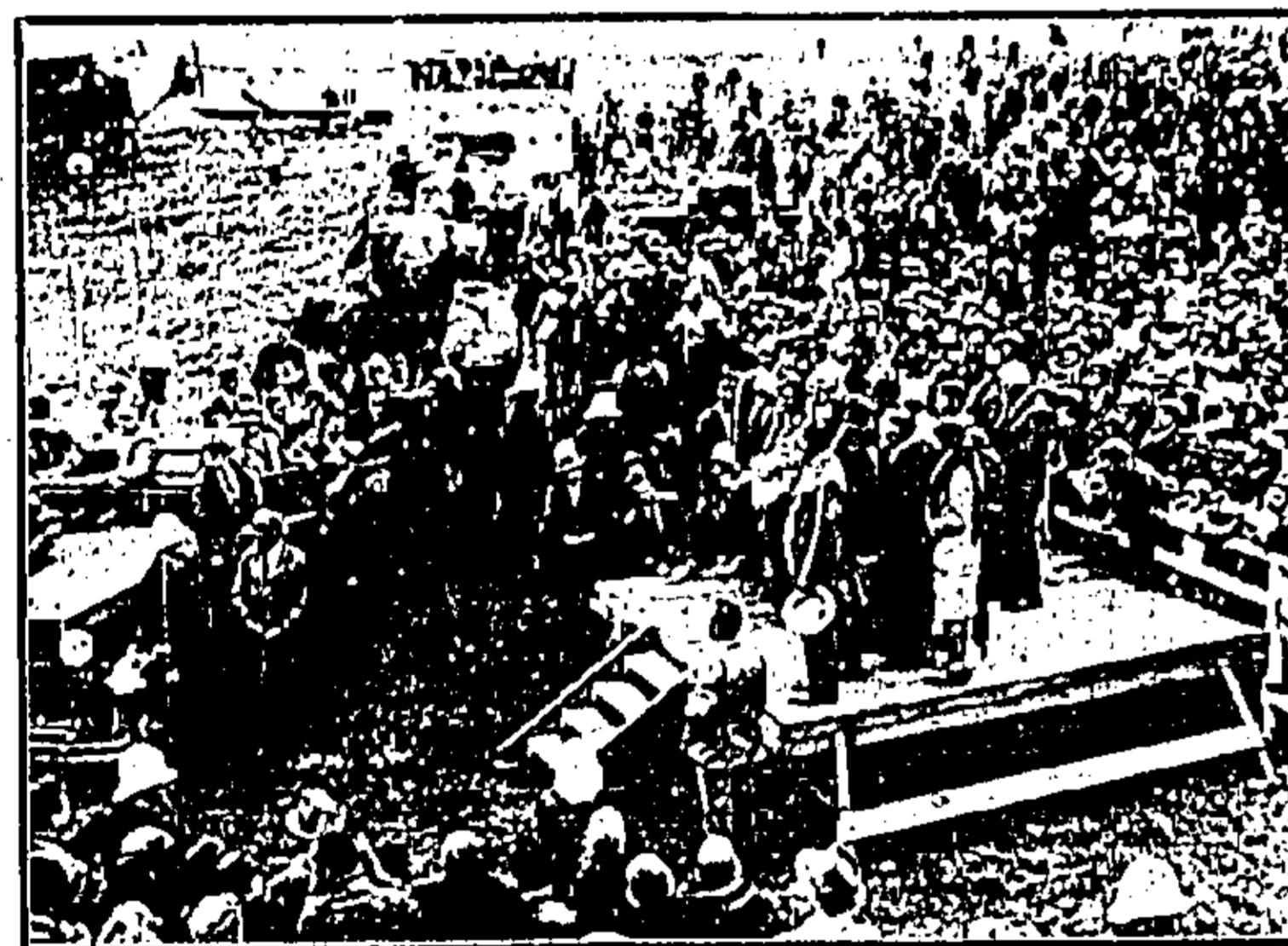
WHITEAWAYS, THE STORE FOR VALUE, HONG KONG.



INDIA HOUSE.—H.M. King George accompanied by Queen Mary opened India House, Aldwych, strand, on July 8. Office staffs of the adjoining buildings in Aldwych had a fine view of the arrival and departure of Their Majesties.—(Sport and General).



WOMEN RIVALS AT BISLEY.—The 67th annual meeting of the National Rifle Association opened at Bisley Camp, Surrey, on July 7, in a blaze of sunshine, expert marksmen from all parts of the world came to England for this popular event, while many women have also entered for the miniature rifle competitions.—(Sport and General).



LONE FLIGHT.—Leaving England on May 5 in a Moth aeroplane, Miss Amy Johnson, flew unaccompanied to Darwin (Australia), arriving on May 24. A few days later Miss Johnson flew to Brisbane where she received a further ovation. The scene at the arrival at Brisbane.—(Sport and General).



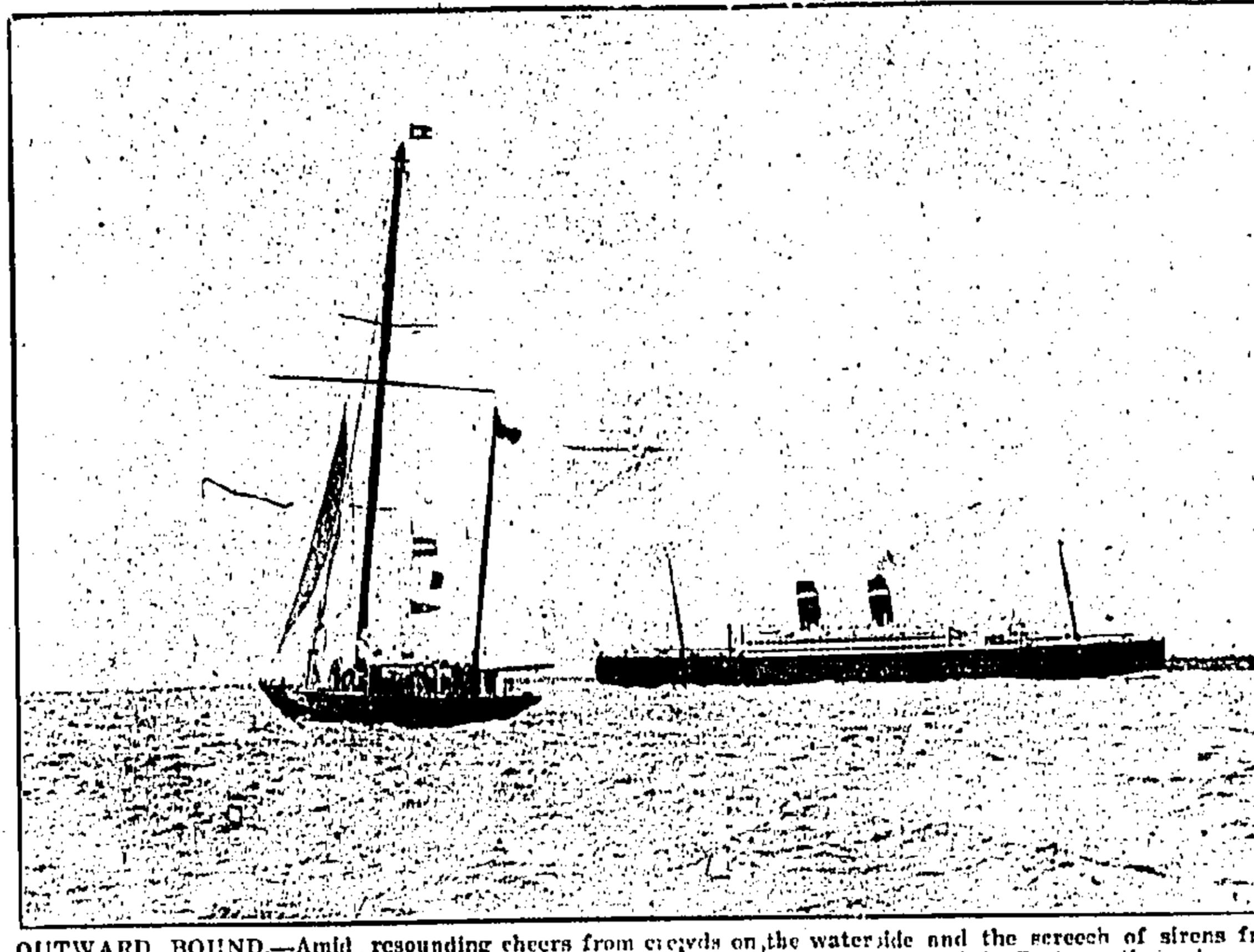
A WELSH GREETING.—The Royal Welsh Ladies' Choir greeted the King and Queen at India House by songs from the foot of an adjoining building. The choir was conducted by the founder, Mame, Clara Novello-Davies.—(Sport and General).



ATHLETIC MEETING.—The Amateur Athletic Association's Jubilee Championships meeting at Stamford Bridge, London, on July 4 and 5, attracted an enormous entry of over 600 athletes, including foreign competitors. G. B. Berger (Holland), left, winning the 100 Yards final from R. Toetti (Italy), right.—(Sport and General).



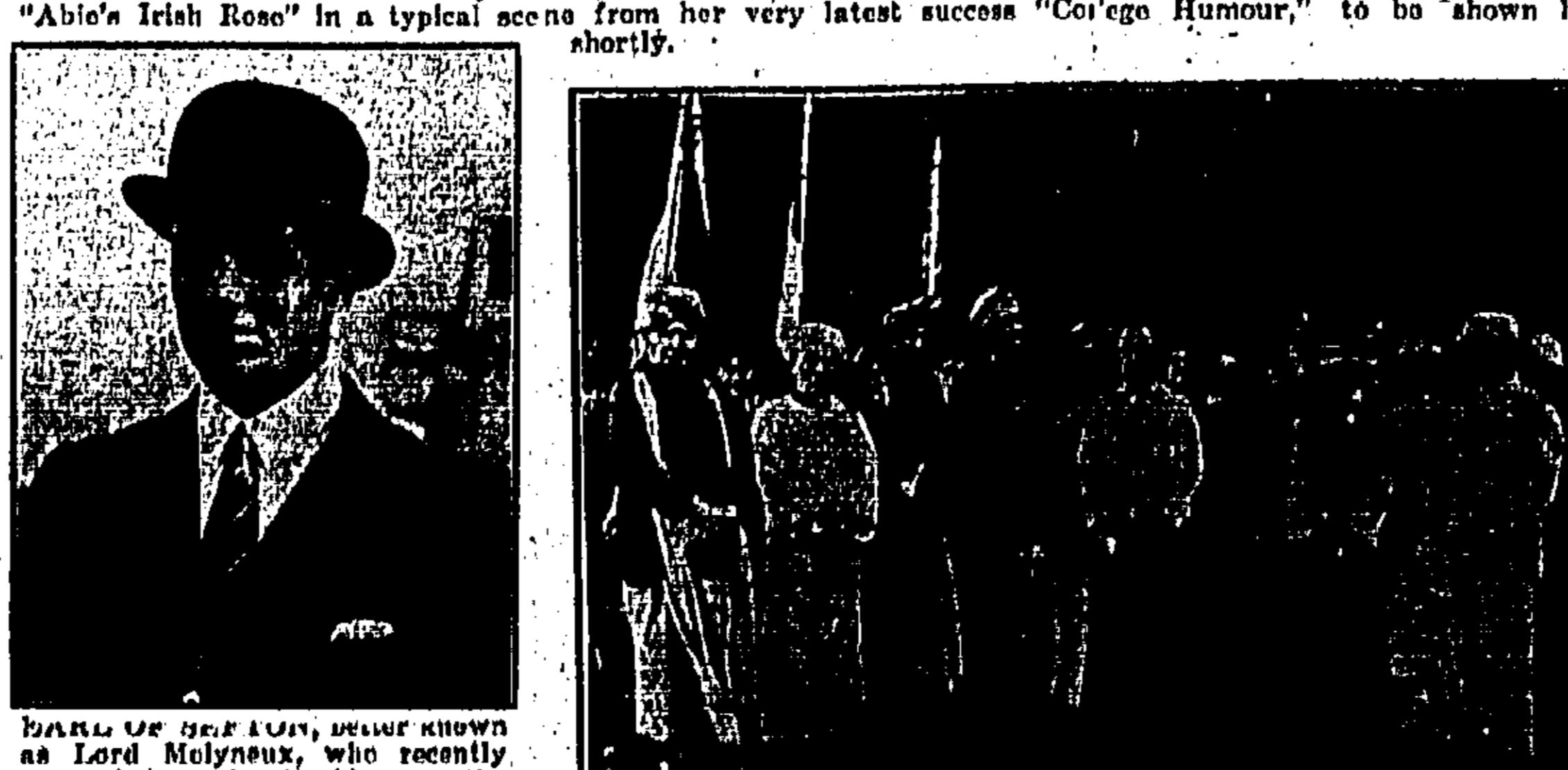
VESEVUS IN ERUPTION.—Cine-matograph operators have been filming Mount Vesuvius during its recent eruption. Rocks and other debris were hurled with loud explosions high into the air, making an awe-inspiring spectacle. Note the molten lava which has solidified into an imitation of folds of material.—(Sport and General).



OUTWARD BOUND.—Amid resounding cheers from crowds on the water-side and the screech of sirens from ships, Sir Thomas Lipton's "Shamrock V," the latest America Cup challenger, left Portsmouth harbour, on July 19, for her voyage across the Atlantic. The race for the America Cup takes place off Newport, Rhode Island, on September 13.—(Sport and General).



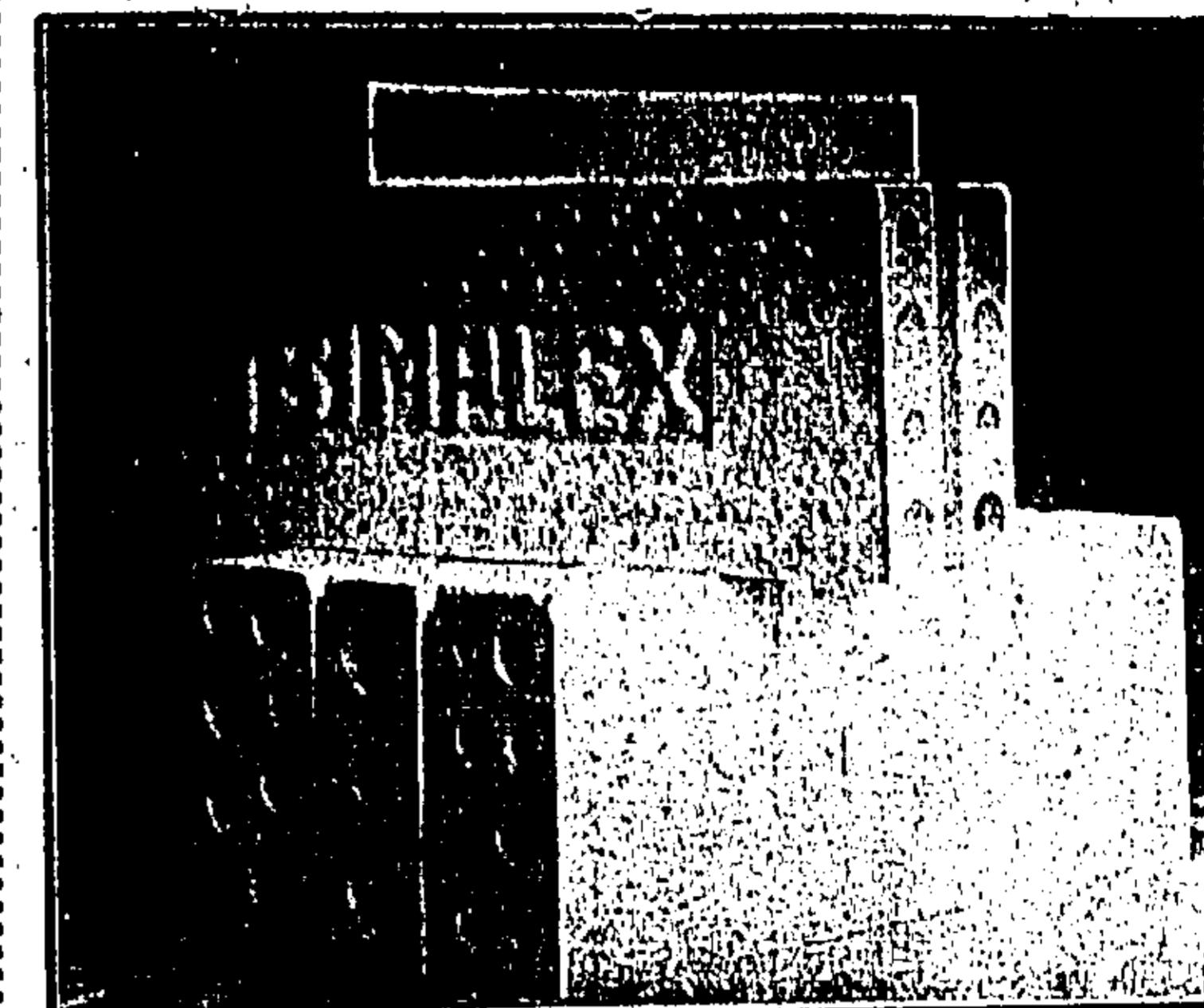
HIGH JINKS.—Wistful Nancy Carroll, well known to Hong Kong screen fans for her work in "Sweetie" and "Abbie Irish Rose" in a typical scene from her very latest success "College Humour," to be shown here shortly.



EARL OF SIEVTON, better known as Lord Molyneux, who recently succeeded to the Earldom on the death of his father. He is extremely popular and one of the best-looking men in town.—(Sport and General).

SALVATION ARMY.—Anniversary demonstration of the Salvation Army, when 6,000 marched from the Embankment to Hyde Park, W. Representatives from India, South America, Java, and China.—(Sport and General).

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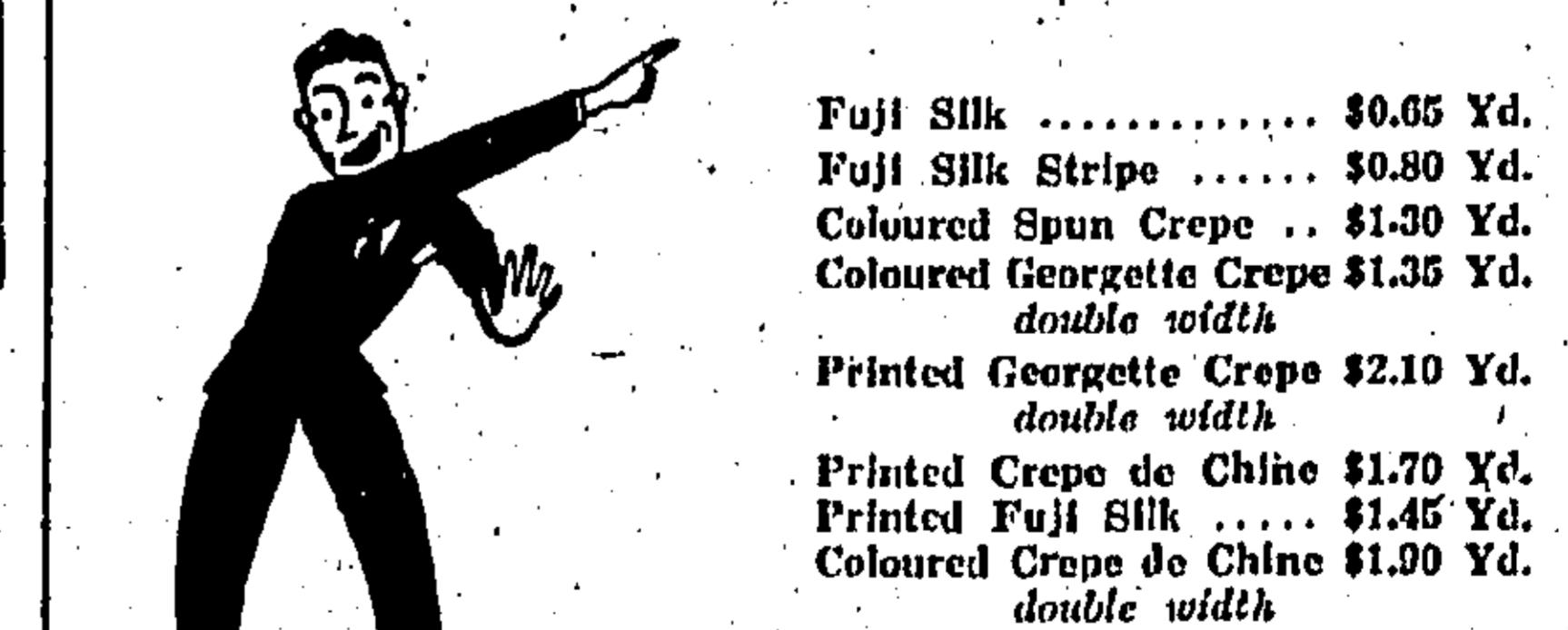


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The Chinese Pangolin.

During the last few weeks I have seen in the Hong Kong papers more than one reference to an "armadillo" which was killed by the Peacock some few years ago. As there seems to be doubt in the minds of some what the animal really was perhaps a short explanation in this column would be appropriate.

The Mammalia are divided into three sub-classes the *PROTOTHERIA* which include only the Duck-billed mole and the Spiny Ant-eater of Australia, New Guinea, and Tasmania, the *METATHERIA* or pouched mammals e.g. Kangaroo of Australia and neighbouring Islands and the *OPOSSUMS* of America, and the *EUTHERIA* which includes all the rest of the living mammals. The two most primitive in this sub-class are the ones we are concerned with.

The *EDENTATA* which is confined to South America includes the Sloths, the American Ant-eaters and the Armadillos. Of these the Ant-eaters are toothless but both the other groups possess teeth. The Armadillos are the only mammals possessing in the deeper skin bony plates while the hair on the upper part of the body is replaced by horny scales like those of snakes and lizards.

The *EDENTATA* include the Cape Ant-eater and the Pangolins or Scaly Ant-eaters. The Pangolins (Manidae) are confined to Africa and Asia, there is only one genus *Manis*, but several species at least three of which are found in India, the Malay Archipelago and China. The Pangolin possesses no dermal bony plates and no teeth; on the upper side of the body most of the hairs are agglutinated together to form a series of overlapping scales. The resemblance between the Armadillo of America and the Pangolin of Africa and Asia is thus seen to be merely superficial in that they both possess scales on a part or whole of the upper surface of the body.

Pangolins are nocturnal creatures and although by no means rare in Hong Kong or the New Territories are rarely seen. The Chinese value the flesh as food but still more the scales, which are used as a substitute for rhinoceros horn in certain medicines, and also for other purposes. In Java *Manis javanica* is now rigidly protected and as the result of the subsequent decrease in export of Pangolin scales to China the destruction of Pangolins in China has correspondingly increased. The Hong Kong species, which I believe is *Manis dalatensis*, can frequently be seen alive in the bird and animal shops in the Chinese quarter of the city.

Very few facts are known about our local species and I would value any accounts of their habits, that

POETS' CORNER.

I DON'T REMEMBER.

"Lo, lo, she murmurs, who do YOU want on the phone? Under agitation suppressed comes a voice in a drone: Can I speak to miss Pandikins, please? I'm the person you want, she answers. I am Eddy your name is you say—oh my! Now let me see, where did I meet that guy. Oh yes, it was at the last week's Ball. But I'll pretend not to know him and glibly she replies: I'm sorry sir, I don't think I remember your name."

Romeo, for a moment taken aback, Although encrusted with fast, resolves to continue the visit. Calling himself sunily sonorous and harmonious names. He finally manages to say: "Eddy, why, don't you remember ME? Live a thousand years, I for one will still remember THEE." At this her maiden cheeks grow red and redder, But the little imp within just gets the better: "I'm sorry, she says, I don't happen to remember the name."

Curiosity, woman's weakness, man's only. Cannot restrain her from asking: By the by, Won't you tell the whys and whereabouts of this call? Whether I can be of service to you, if at all?

Now it's his turn, he knows it, he smiles, Why, since you don't remember my name, he replies. My invitation would fall on deaf ears. I'll wait for a while and ring up again. When you do happen to remember my name.

—L. T.

"CONSIDER HIM."

"For consider Him that endured such contradiction of sinners against Himself, lest ye be wearied and faint in your minds."—Hebrews 12:3.

Strophanthus divergens. I mention the flowers of this climbing shrub in Nature Notes No. 1, the curious fruits are now fully grown, still green. On the bank between the second and third Green of the Golf Course is a plant with two pairs of fruits, the paired fruit is at least 9 inches long.

Platycodon grandiflorus. This may be called the Hong Kong bell, or if you happen to be a Scot the Hong Kong blue-bell. The flowers are a deep blue-purple in colour and are borne, several on a tough stem, sometimes a foot or more long, usually one flower is open at a time on a stem. By the sides of the bridle path above Deep Water Bay and common on the hillsides above Repulse Bay.

Hibiscus tiliaceus. A tree, in flower just over the bridge before the Club House. The specific name means that the leaf is similar in shape to that of a Lime Tree. Flowers a brown or yellow-orange, they never seem to open fully: common near the sea.

"THE INNOCENT EGG."

I wonder if someone is pulling my leg. For I have been labelled 'the innocent egg' every boarding-house lodger well knows.

Though I may be 'innocent' I offend his nose!

Though some kind Pressman praised me to the skies.

I'm cursed by the actors for hitting their eyes!

I am, a good substitute for cabbage for I give the 'orator' a colourful topic.

I am the joy of irresponsible jokers, who use me as a missile on Ice House Street brokers!

I have always been thought to be health giving, but,

A doctor says I've been deceiving, tut, tut,

The people who swallow me— as I left the womb.

Now I'm accused of preparing their doom!

Alas, and alack! What's a poor egg at 47?

If you're nice, you're swallowed; if not, where are you?

If I am not allowed to be hatched a chicken,

Yet I'm said to have made some people sicken!

Life is hard for a poor helpless egg!

I wonder if someone is pulling my leg!

—F. B.

FLIRTING AND LOVE.

A flirt is one who kisses without promising. And the question of matrimony is always opposing. Love is the most serious thing in one's life.

For it is the string that binds two as man and wife.

Fraternal will palpitate a moment the heart,

But as a flash the short passion will depart.

The path of true love is never smooth, as is well known to some forlorn youths.

If the path is too smooth and not at all rough,

Then you can be sure that it isn't true love.

True love comes to those who know each other's soul,

And look not upon marriage as their only goal.

They love each other not for beauty or wealth,

And forsake not each other when in poor health.

They live at the same time and love the same thing;

He looks upon her as his queen, and she as her king.

(Continued on next Column.)

NEW ADVERTISEMENTS.

G. W. R. PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of August, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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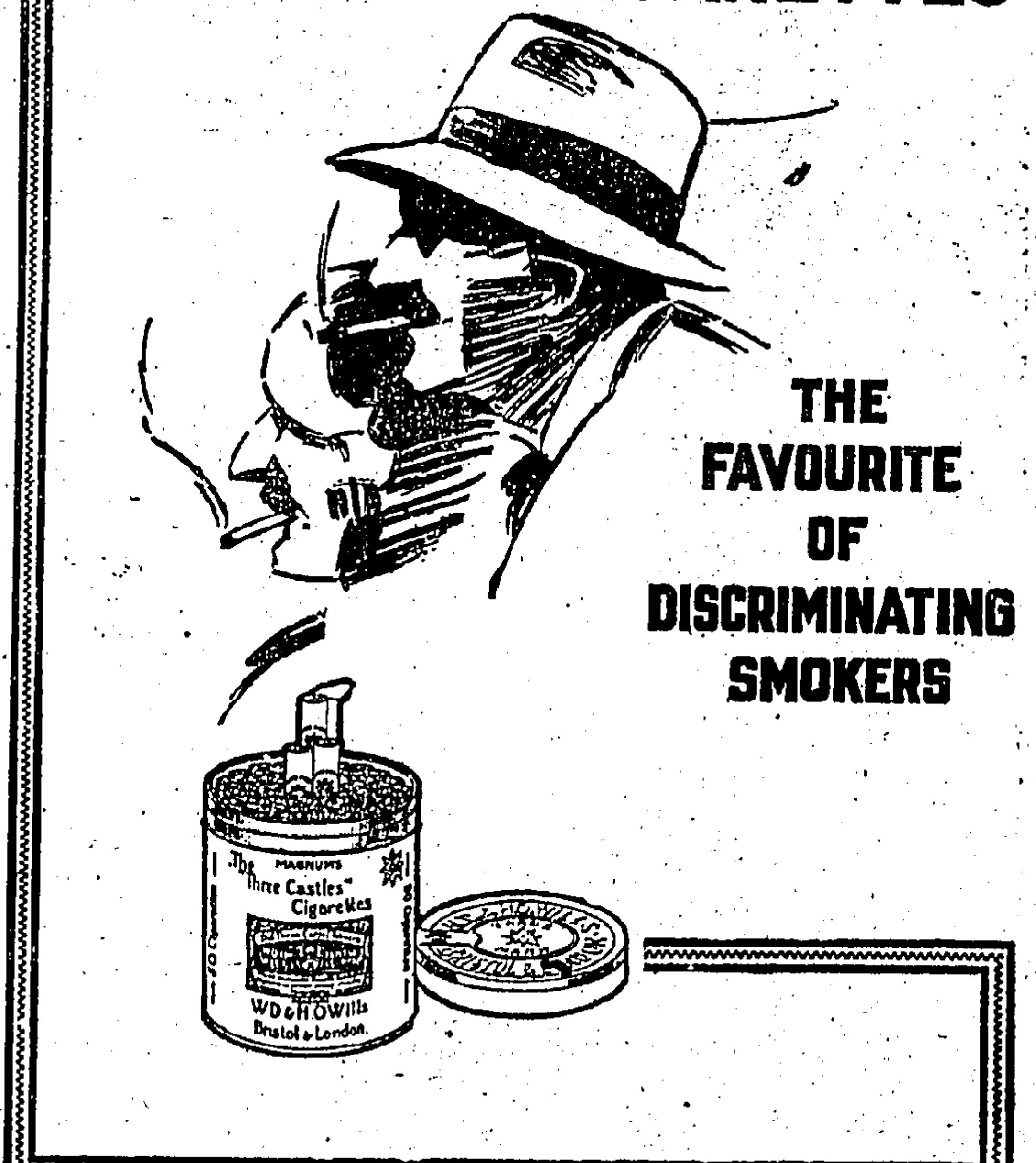
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THE FAVOURITE OF DISCRIMINATING SMOKERS

ON WEDDING MORNING

Bridegroom's Clothes Stolen.

Johannesburg, July 24.

Dreaming happily on his marriage morn, a well-known Johannesburg magistrate took no notice of someone moving in his room, thinking it was his native "boy" bringing his coffee.

In reality it was a burglar, who systematically removed all the J.P.'s clothes, including the suit in which he was to go to church to lead his bride to the altar.

When he finally stretched himself and sat up, he found that he had not a stitch to put on. The thief had done his work very thoroughly, and must have almost been weighed down by his haul. The clothes were worth over £50.

He left the wedding ring, however. That had been placed on

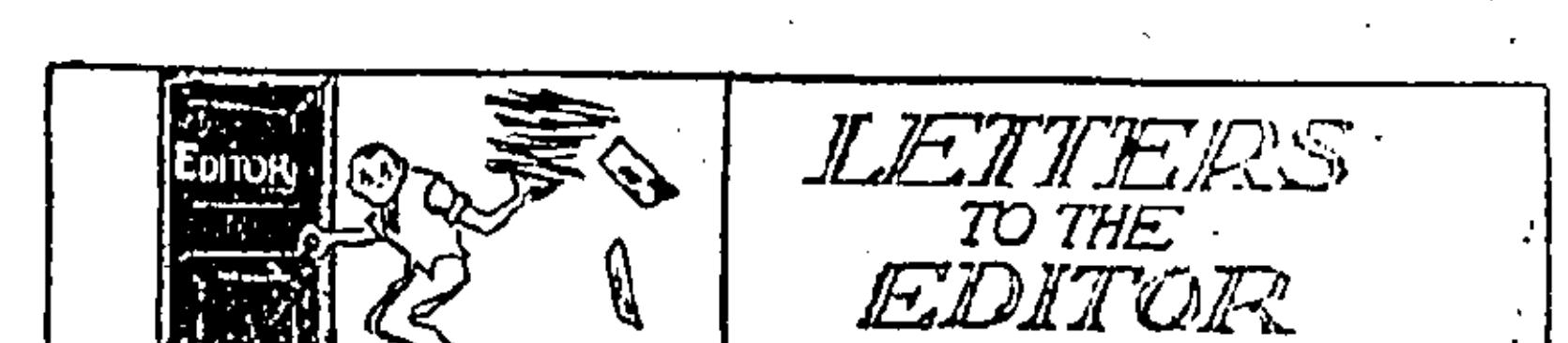
the dressing-table, and had been overlooked in the half-light by the daring intruder. Otherwise everything, including the magistrate's bunch of keys, was taken.

He had to await the arrival of a ready-made suit before he could leave the house to procure hurriedly a new wardrobe for the wedding and honeymoon.

PASSENGER LIST

ARRIVALS

For a. President Lincoln from Shanghai on August 15—C. S. Atwell, G. S. Hankinson, Mrs. Barbara F. Hartman, Master Valentine Hartman, Arthur C. Black, James E. Perkins, William H. Peters, Douglas S. Scott, Miss Nellie Spivey, Albert H. Tait, Mrs. Lester Toulder, Mr. and Mrs. Albert H. Williams, Miss Lynda V. Williams.



LETTERS TO THE EDITOR

Sir.—I should deem it a courtesy if you would kindly publish this letter in the columns of your paper. Recently accounts of adventures with snakes, barking deer, and foxes, have appeared in the local Press. Many of these accounts have both proved interesting reading and also of some scientific value. In this Colony, where so little is known about local fauna and where no books on the subject have been published, it is to be regretted that any information that may become available is not put on permanent record. Earlier in this year a very interesting Monitor lizard three feet long was caught and taken to the Botanic Gardens where, through the courtesy of Mr. H. Green, I was enabled to examine and photograph it. It is likely that this lizard is the first of its kind recorded in South China and therefore the capture is of considerable interest. As far as I am aware very little work has been carried out on the Hong Kong fauna especially is this true for

snakes and lizards but also for such lowly forms of life as the earth-worms. I have letters in my possession from experts in the British Museum and elsewhere in which they signify their willingness to describe the lizards, etc., of this faunistically unknown corner of Asia, if specimens are sent to them. May I appeal to the dwellers in this Colony to help me in my endeavours to make clear some of the animal problems of the Colony? I should be extremely grateful for, e.g. measurements of pythons killed, and for the specimens themselves if available, and for details of the habits and mode of life of porcupines, pangolins, civet-cats, foxes, barking deer, shrews, etc., all of which animals are to be found in these Territories.

Yours, etc.,
G. A. C. HENKLOTT,
Reader in Biology,
University,
Hong Kong.
Hong Kong, August 13.

BABY'S "PLAYMATE."

Snake Bites Intervening Parent.

A strange friendship between a dangerous tiger-snake and a twelve-months old baby is recorded in a message from Melbourne. The child's father, returning to

his home in a village near the city, found the snake sucking contentedly at the infant's bottle. The man attacked the reptile, which promptly turned on him and bit his leg. Emergency measures saved his life, and the snake was killed. The child's parents had noticed that the nipples of several of the child's feeding bottles had lately been bitten through. They assume that the reptile and the baby had been "playmates" for some time.

IN ENGLAND.

If I could be in England now, A lonely path in front of me, I would move forward silently. And touch little silver tree. From the crags roads the pines stand, wild, wild, wild.

The sound of wild seas opening.

The silencing down belongs to me.

The cool, green, and the lowing herds.

Mine is the grandeur of the oak,

The trembling music of the birds.

Those vales on which the sun looks down.

With changing shadows are mine own.

TIME TO SLEEP.

Hush-a-bye, baby, pretty one sleep, Daddy's gone golfing to win the club sweep." If he plays nicely—I hope that he will—Mother will show him her dress-maker's bill. Hush-a-bye, baby, safe in your cot, Daddy's at home and his temper is hot. Cuddle down closer, baby of mine, Daddy went round in a hundred and nine.

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KOWLOON NOTES.

Development of King's Park.

The development of King's Park as a great centre of sports and recreation on the mainland has been marked by the erection of a new Club-house between the Navy ground and the Central British School ground. This is the Kowloon British School Former Pupils' Association's Club-house. Built on a slight rise, the structure is of a neat design and will afford much comfort to its many members. To the right of the Club-house is a pole at the top which flies daily the K.B.S.F.P.A. flag. The Club will be formally opened shortly.

* * *

A Kowloon Case.

An elderly Chinese woman, who is licensed to hawk cakes, appeared at the Kowloon Police Court before Mr. T. S. Whyte-Smith charged with committing a breach of a condition of her licence by selling bananas instead of cakes. She pleaded "not guilty" and stated that although she did have about eight bananas they were not for sale. A Chinese police constable stated that he saw the woman in Tung Fong Street making a sale to a boy, who gave her one cent for a banana. He approached nearer to the woman and, finding that she had both cakes and bananas on her stall, asked to see her licence. This

brought about the subsequent charge. However, before the Magistrate convicted, the woman having no witness for her defence, Mrs. Repton, of the Temple Mission, 90, Portland Street, stood up in Court and asked if she could say a few words on behalf of the old woman.

Mrs. Repton said that she had known her for many years to be a very honest woman. On Tuesday, after the woman was arrested, she came to see her friends in order to collect a sum of \$3 for bail money. The constable told Mrs. Repton that he had paid the bail out of his own pocket. Mrs. Repton added that she had been in Yau Ma Tei for the past sixteen or eighteen years and had known the woman to be very poor but very honest.

The policeman told the Court that the woman had no previous conviction recorded in her licence and the Magistrate, pointing out that it was not a serious offence, cautioned her. He explained to her, through the Interpreter (Mr. Ip Tin-shang) that she could have her licence altered. All she had to do was to apply to the Police and the alteration would be made to her.

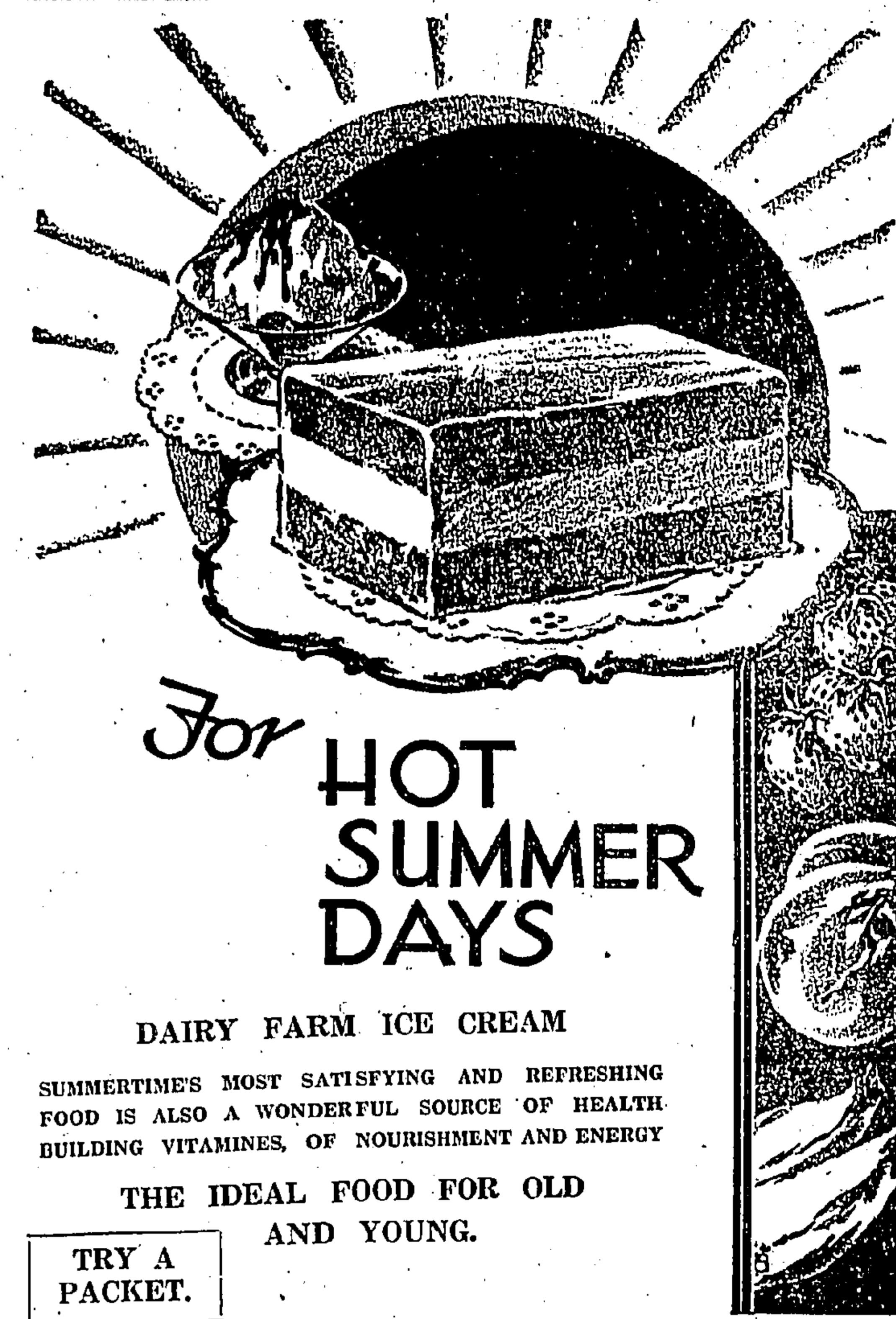
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Our "Cliff Dwellers."

A local correspondent helps to fill his space in a Straits paper with this:

Hong Kong is largely populated by the modern equivalent of cliff-dwellers,—unfortunate creatures compelled to herd together in flats, instead of having "desirable residences" or "charming bungalows" daintily set in delightful gardens. There are certain advantages, of course, attached to flat life—and there are disadvantages. Which way the balance swings depends upon one's neighbours. If they are considerate, all is well; if they are selfish, thoughtless, and inconsiderate, all is wrong.

Post-midnight "Jamborees," accompanied by raucous noises believed to be musical, can be very irritating, especially on hot summer nights, and the people below—or above—can, if they choose, banish sleep much more effectively than did Macbeth. But even the fortunate few who live in houses are not free from noisy neighbours, and a Kowloon resident writes to a local paper on the subject. He says he read with great interest a paragraph reproduced from an issue of fifty years ago, in which, complaint was made of inconsiderate neighbours making a never-ceasing "tong-tong-tong" on a piano, and declares that "what started in 1880 is still going on, though the piano may not be the same." He avers that he has to listen to the "Broadway Melody" 250 times from five in the afternoon till midnight, and asks whether these are not inconsiderate neighbours? As nobody has questioned his description it may be assumed that the answer is in the affirmative.



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The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 955 metres:

10 a.m.—Morning Service from St. Joseph's Church.

At the end of this Service there will be a Chinese Programme until 1 p.m.

1.30 p.m.—Weather Report.

9 p.m.—Weather Report.
European Programme of Victor Records selected and supplied by Measrs. Tsang Fook.

"L'Arlesienne"—Prelude (Bizet).

Royal Opera Orchestra (0112A).

"L'Arlesienne"—Frangiolino,

"L'Arlesienne"—Adagietto,

Royal Opera Orchestra (0113A).

A Gem from "Paganini" (Lehar).

"French Kisses" (Rudolph).

Marc Weber and His Orchestra (20028A).

"Samson Et Deallu" (Saint-Saens).

Giovanni Martinelli, Tenor (8150A).

"Souvenir" (Drda).

Florentine Quartet.

"Torchlight Dance" (Fackellanz).

Cleter Brass Ensemble (20037A).

"Don Juan" (Strauss).

Symphony Orchestra (9114).

"Silver Haléd Sweethearts".

"Sweet Elaine"—Shawn Quartet.

Lewis James, Tenor (21324A).

"La Sonnambula" (Bellini).

Toti Del Monte, Soprano (7198A).

"Faust" (Verdi).

Budapest String Quartet (2020A).

10.30 p.m.—Close Down.

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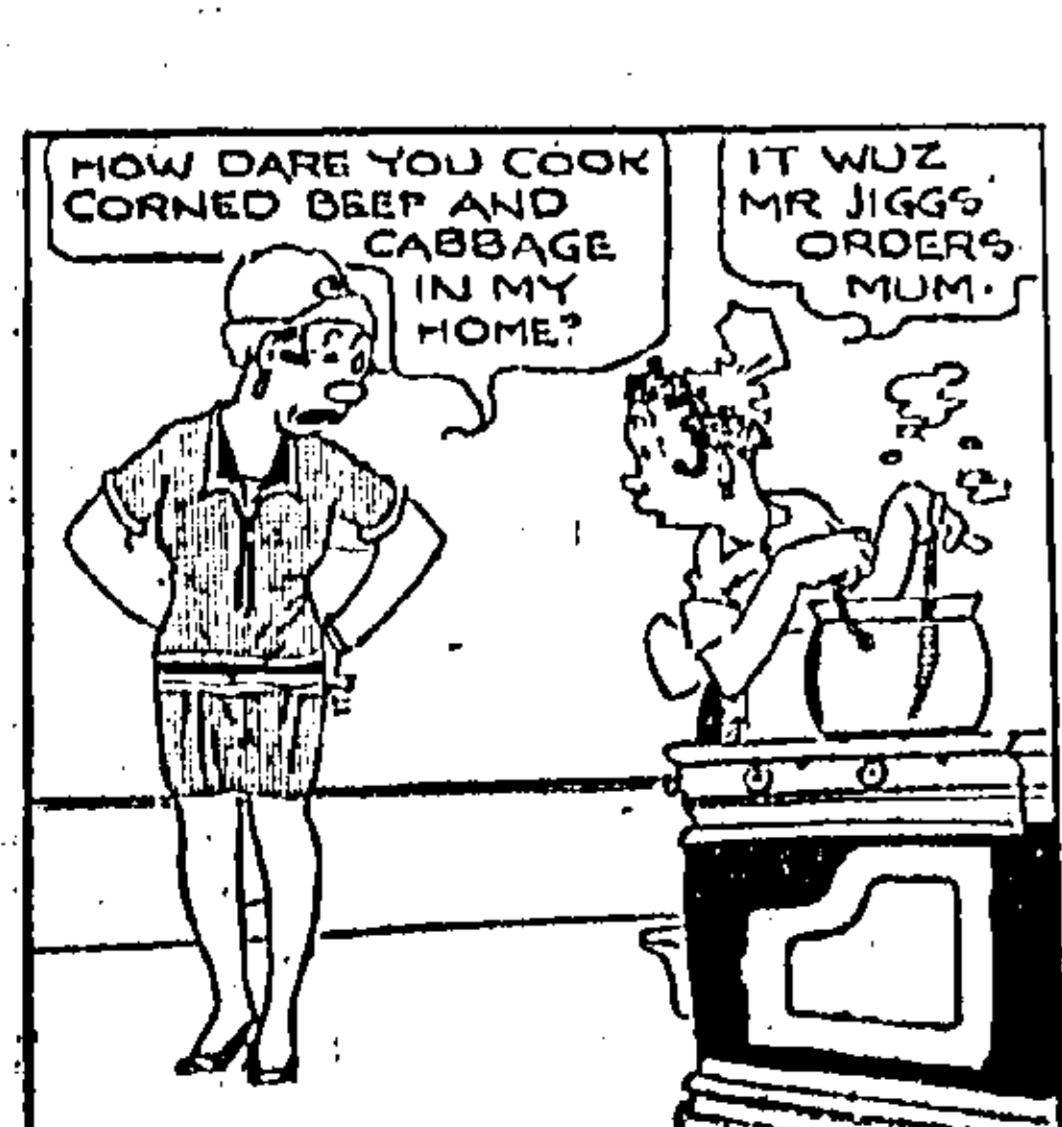
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ENTERTAINMENTS OF HONG KONG.

MOVIELAND.

The Week's Films at a Glance.

QUEEN'S THEATRE

(Daily at 2.30, 5.15, 7.15 & 9.20.)

At every performance the added feature attraction, "The Montmartre Follies" in entire changes of programme.

To-day to Tuesday.—Charles Farrell and Janet Gaynor in a tense drama of elemental passions and startling results. Wednesday to Saturday.—An all-talking howling comedy of Girls and Gobs featuring Glenn Tryon with Otis Harlan, Gertrude Astor, Eddie Gribbon and Helen Wright.

STAR THEATRE.

(Daily at 5.30 and 9.20 p.m.) Special Matinée Saturday and Sunday at 2.30 p.m.

To-day and Tomorrow—"Colleze," Buster Keaton's big comedy of love and athletics. One of the "frozen-faced" comedian's best pictures.

Tuesday and Wednesday.—Adolphe Menjou, Alice Joyce and Norman Trevor in "The Ace of Cads," the interesting screen version of the story by Michael Arlen.

Thursday to Saturday—"Senorita," a sparkling comedy drama of love and adventure in South America. With Bebe Daniels, James Hall and William Powell.

WORLD THEATRE.

(Daily at 2.30, 5.15, 7.15 & 9.20.) Interpreter at all Shows.

To-day to Wednesday.—The Chinese drama, "The Way of Gold."

Thursday to Saturday.—Dolores Costello and Conrad Nagel in "The Redeeming Sin," a drama of apache love as it really is!

FARRELL, DUNCAN INSPIRING IN "CITY GIRL" PORTRAYALS.

Grippingly human story, deft directorial touches, appealing dialogue and photography that hold the attention—these together with exceptional characterisations by the co-featured players, Charles Farrell and Mary Duncan, makes of F. W. Murnau's newest directorial effort for Fox—"City Girl"—an outstanding talking film achievement.

The story is as big as those vast ranches of rolling wheat that serve as a setting for much of the action. It tells of the yearning of a slaving waitress in Chicago for life in the country. Along comes Charles Farrell, the son of a "wheat king," and the waitress sees her dream approaching materialisation.

The boy's timidity keeps him from asking her to go back with him. He leaves for the station. Her hopes begin to tumble.

"DAMES AHoy," COMEDY RIOT, DUE HERE WITH TRYON HEADING CAST.

Glenn Tryon joins the Navy in "Dames Ahoy," a hilarious Universal all-talking comedy coming to the Queen's Theatre on Wednesday.

"Dames Ahoy" gives Tryon one of the funniest roles of his sensational comedy career. He plays the part of a gob who, despite his better judgment, goes aground on the reef of matrimony.

Helen Wright makes her first appearance on the screen as the leading lady in "Dames Ahoy." Her beauty and acting ability assure her a successful career in films.

Otis Harlan and Eddie Gribbon appear as Tryon's fellow-gobs in the picture. All have uproariously amusing roles. Gertrude Astor also has a prominent part.

The greater part of the action of the picture is laid at a beach resort. The story concerns the efforts of the three gobs to save one of their number, played by Otis Harlan, from a designing blonde who has got her clutches on half of his pay.

Art decorations with the human body as a canvas played a large part in "Dames Ahoy."

For the purpose of atmosphere, Otis Harlan, playing the part of a veteran gob, had to be tattooed. For the purpose of the plot, Gertrude Astor had to acquire a strawberry birth mark on her leg. The plot deals with the search of three gobs, on shore leave, for a designing blonde who is drawing half the pay of one of their number, played by Harlan. The strawberry mark is the only means of identification.

As a result of the search, Tryon, unaware of what he is doing, wins a dance contest entitling him to \$500, a bungalow and a bride.

William James Craft, who has directed some of Tryon's most successful comedies, directed "Dames Ahoy." Sherman Lowe

Each goes looking for the other, mis, but eventually come together when despair seems the rewards of both. On the impulse they marry and the girl, filled with rosy imaginings of the country, is rudely shocked when the boy's father, admirably played by David Torrence, strikes her in an argument, fermented by his classifying her as a woman of the streets who has tricked his boy into marriage.

Instead of finding happiness in country life, she faces abuse and drudgery beside which her restaurant work in the city was tame. To top this, her husband, always dominated by his father, fails to rise to her defense. Mary Duncan rises to new emotional heights in her fine speaking portrayal and Charles Farrell never has been seen and heard to better advantage. Every member of the cast is excellent and while the faces of some of the players are rather new, every one shows the painstaking care of Murnau in selecting those who people his achievement.

The boy's timidity keeps him from asking her to go back with him. He leaves for the station. Her hopes begin to tumble.

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DUAL ATTRACTION

AT USUAL PRICES.

AT THE QUEEN'S

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AT THE QUEEN'S

PARK YOUR
MOTOR CAR
IN
JERVOIS ST.

CENTRAL THEATRE

Paramount's Sound Pictures

QUEEN'S RD.
BUSES
STOP AT
THE THEATRE

"THE LOVE PARADE."
BROKE ALL LOCAL RECORDS.

"The Love Parade" is breaking all local records and in order to cope with the demand for seats the management is showing this film up to and including Tuesday, 19th instant.

The life history of Maurice Chevalier starts with a small but vigorous lad of about six sitting beside his mother at the Palais du Travail in Paris, tasting the one luxury of the week—Sunday evening at the theatre. He watches intently the artists who come there each Sunday.

When he goes to school the next day, young Chevalier can think of nothing but the wonderful acts at the show. He forgets arithmetic and other lessons and later in the day balances himself on a school bench and hums a popular tune with appropriate gestures. He is caught and expelled from class.

Then follow apprenticeships in many trades—carpentry, electrical work. But the tyro slips away from his work and practices singing and pantomime.

After the day's routine he and his brother Paul go to a nearby gymnasium where they practice on the flying rings and trapeze. He falls and breaks his ankle. Later there is another fall and he returns home, badly bruised. His mother becomes alarmed and tells him that he shall never again practice acrobatics.

An Actor at Twelve.

Shortly afterward he makes his debut at the Trois Lions, a local concert hall. The audience "kidded" him, but he was not to be discouraged. He managed to get an engagement at the Casino des Tourelles at a wage of \$2.40 per week, for four performances. He was wildly happy. His brother opposed the idea and Maurice broke into tears. But his mother comforted him. "There, there, you shall be an actor"—and his stage career was launched. He was twelve years old.

His success took him to the Folies Bergère, Paris, where he was given a dance opposite Mistinguette. The success of this number was instant and tremendous.

(Continued at foot of next Column.)

Captured by Germans. There came a day when the men in the barracks forgot their songs—a day when the hounds of Mars descended upon Europe with all the fury of modern war.

One day a few months later a shrapnel burst in the trench behind Chevalier's company. The idol of the boulevards found himself lying in the mud with blood trickling from his mouth. He was picked up by a German ambulance crew and taken to a prison hospital and remained in the camp for 26 months. By posing as a Red Cross worker he managed to get back to Paris in the company of another prisoner, Joe Bridge, who was also a music hall favourite.

He joined Mistinguette again at the Folies Bergère and later they were booked at the Femina. Following this he played in an operetta-revue which proved his talent in that medium. When the show closed he was given a fine offer to appear in the Palace music-hall in London. He accepted. He had already learned English from a fellow-prisoner in Germany. He made his London debut with Elsie Janis.

Repeats Early Successes.

Later he was booked again with Mistinguette at the Casino de Paris where they were a more astounding success than they had ever been before. He met Mlle. Valée, a member of the same company, and they fell in love. She is now Chevalier's wife.

Joins Paramount.

Chevalier joined the Paramount ranks at Hollywood and made his first picture, "Innocents of Paris" which broke house records in theatres all over the country.

However, "Innocents of Paris" was only a meagre foretaste of the real Chevalier. In "The Love Parade," his second picture, he is seen in the proper setting for his flamboyant artistry.

When "The Love Parade" opened for its big triumphant run in New York some time ago, critics there were as one in granting this to be a perfect production for the infinitesimal.

(Continued at foot of next Column.)

TO-DAY—MONDAY—TUESDAY
POSITIVELY LAST THREE DAYS.
WILL NOT BE SHOWN ELSEWHERE.

Daily at 2.15, 5.10, 7.15 & 9.20 p.m.



BY
SPECIAL
REQUEST

MAURICE
CHEVALIER
The Love Parade

AN ERNST
Lubitsch
PRODUCTION

POSITIVELY
LAST SCREENING
IN
HONG KONG.

COMMENCING
WEDNESDAY
AUGUST 20

Illusion

HEAR THREE SONG HITS:
"ILLUSION"
"REVOLUTIONARY"
"LEVEE LOVE."



CHARLES (BUDDY) NANCY
ROGERS CARROLL
A Paramount Picture

THRILLING TRICK.
Forms Climax Of New
Picture.

A trick that was invented by an amateur magician more than 200 years ago provides the spectacular climax for the all-talking Paramount production "Illusion," which will be the main feature on the bill at the Central Theatre the latter half of the week.

In this picture, which is an adaptation of Arthur Train's famous Ladies' Home Journal novel, Nancy Carroll plays the part of a partner in a magician's act with Charles (Buddy) Rogers. She allows herself to be exposed to the fire of four rifles.

When the smoke clears away Miss Carroll is not only unharmed but is holding in her hands the bullets which had apparently been fired from the rifles. The trick is accomplished by Miss Carroll's dexterous substitution of graphite-loaded shells for the original lead bullets. The graphite dissolves with the explosion of the shells and she discloses the bullets which she had previously palmed.

This trick in its present form was introduced to the stage by Billy Robinson, a former aide to Herrmann the Great, magician extra-ordinary. Robinson, according to Arthur Train, died a martyr to his vocation. His body was riddled with bullets on the stage of the Alhambra Theatre, in London, when an assistant, a woman who was known to be jealous of him, either through negligence or enmity failed to substitute graphite shells for the lead cartridges.

Philip Astley, an amateur magician, originated the trick early in the eighteenth century when he was called upon to act as second in a duel between two men of his acquaintance. By substituting the bullets he was able to prevent bloodshed. The duelists parted friends, having thought that each had missed his mark, and agreeing that their "honour" had been satisfied.

able entertainment-craft of the great Maurice. It is just one grand musical romance with one grand, glorious star acting, singing and wise-cracking his way into the hearts of all film-goers.

COMING SOON!

"BEAU GESTE" & "CHANG" COMBINED



THE FOUR
FEATHERS

A COOPER-SCHOEDACK Production
WILLIAM POWELL, RICHARD ARLEN,
FAY WRAY, CLIVE BROOK and
NOAH BEERY

SOUND SENSATION
PACKED WITH
ADVENTURE THRILLS

A Paramount Picture

Coming!
FLORENCE VIDOR
in
MAGNIFICENT FLIRT



DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M.

TO-DAY TO TUESDAY

Paramount's Glorious Young Lovers

FAY WRAY
GARY COOPER
in
"The
First
Kiss"

Tender and tense romance. The warmth of love. The fire of youth. A boy turned bandit all for the love of a girl. A thrill for your life!

The town's richest girl in love with a lowly oyster-fisherman. There's the situation. And here's the picture! SOMETHING FOR YOU TO REMEMBER.

Brings back tender memories of your first kiss.

PRESENTED BY
ADOLPH ZUKOR
JESSE LASKY
a
Paramount
Picture

"THE FIRST KISS."

Oystermen Before Movie Cameras.

From the role of oysterman to that of motion picture player is a long leap but that is what happened recently to 18 seamen of "St. Michaels, Maryland."

Overnight the little town located on the Miles River, off Chesapeake Bay, was transformed into a motion picture studio with the arrival of an entire company from Hollywood, there to produce, "The First Kiss." The screen play stars, Fay Wray and Gary Cooper, are showing at the Majestic Theatre to-day.

Essential was the oyster fleet and hardly had the company arrived when casting directors sought out were battling with grease paint the oystermen, many of whom had never seen a motion picture camera before.

Three days later, 18 of them were battling grease with paint under the direction of the make-up men and all will be seen, on the screen in "The First Kiss."

The men joined a supporting cast which includes Lane Chandler, Leslie Fenton, Paul Fix, Malcolm Williams, and George Nash. Rowland V. Lee directed the production.

PASTORAL BEAUTY.
Serves as Background for Film.

The pastoral beauty of the Chesapeake Bay country in Maryland is now brought to the motion picture screen.

With a desire to catch every bit of local colour and picturequeness offered by this community, Paramount has sent across the country from Hollywood an entire producing unit for the purpose of filming "The First Kiss," the first starring vehicle for Fay Wray and Gary Cooper.

"The First Kiss," a story of romance and the love of brothers, was adapted for the screen by John Farrow from the original story "Four Brothers," by Triaram Tupper and had Talbot County, Maryland, for a locale.

Supporting Fay Wray and Gary Cooper in the screen story are Lane Chandler, Leslie Fenton, Paul Fix, Malcolm Williams, George Nash, and Monroe Owsley.

WARNER OLAND.

Warner Oland demonstrates that men as well as women may use permanent waves to good effect in Warner Bros' production of "What Happened to Father," directed by John G. Adolfi. His usual sleek, oily, and villainous looks would not do for his humorous characterization of dear old father, so he had a permanent wave put in his hair which makes him look much milder and more inoffensive.

GARY COOPER.

Starred with Fay Wray in "The First Kiss."

Gary Cooper, who is starred with Fay Wray in "The First Kiss," both of whom are known as "Paramount's Glorious Young Lovers" on the screen, has appeared in but 10 pictures, but is hailed as one of the most popular screen actors. In spite of his limited experience, Cooper has rounded out into one of the really leading screen figures of to-day.

The tall, lean, handsome youth is a true son of the West. He was born in Helena, Montana, and obtained his education there. In the Summer he rode the range of his father's ranch, and is adept at cattling. While in college he took up the study of commercial advertising, and when graduated he struck out for California to win his laurels in the advertising art.

Landing in Los Angeles, he obtained a position as salesman for an advertising agency, and followed that work for several months. While there, he got the movie "bug" and more in a spirit of youthful daring than anything else, he applied for an extra job in a western film. His ability to ride won him recognition, and Paramount signed him for a Zane Grey picture. His rise to cinematic glory has been rapid since then, until to-day he finds himself ranking with the older and more experienced film stars.

"The First Kiss" also is Lane Chandler, whose experience is not unlike Cooper's. He also hails from the same town, Helena, and has been in pictures about the same length of time as his fellow-townsmen, Cooper. Chandler was "discovered" by director while he was acting as a guide in Yellowstone Park.

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FILM FAVOURITE.

Harrison Ford's Role in New Comedy.

Harrison Ford, for years a film light and film favourite, has a prominent role in "Just Married," a film farce comedy adapted to the screen from the famous stage play written by Anne Nichols, famed author of "Able's Irish Rose."

Mr. Ford has been in pictures for over 10 years, having essayed every kind of role possible for an actor to do. For the most part, however, he has specialised in light comedy roles, and has many successes to his credit. It was for this reason that he was obtained from the "free lance" list to fill the important role of Jack Stanley in the initial starring picture of Ruth Taylor and James Hall.

Also in one of the chief supporting roles is Lila Lee, who made her first starring vehicle for Fay Wray and Gary Cooper. Like wildfire the word spread throughout the country and throngs headed for the little city on Chesapeake Bay.

He is happy now. He pulled out the old uniform and had it pressed. And now he stands quite content, directing traffic that has kept up even after the film company left.

TRAFFIC COP.

Movie Company Gives Officer "Big Chance."

For 20 years Joe Scurry has been a police officer—the police official of the small but historic town of St. Michaels, Maryland.

Joe has had his share of work in tracking down criminals during his career but his secret ambition has been to be a traffic officer, St. Michaels, although it boasts of electric signals and the like, has never taken care of Joe's wish, simply because there was never enough traffic to keep him busy.

He got his wish recently, however, and got it through the magic of the motion picture camera. Overnight an entire company from the Paramount studio in Hollywood descended upon the town in order to film "The First Kiss," the first

starring vehicle for Fay Wray and Gary Cooper. Like wildfire the word spread throughout the country and throngs headed for the little city on Chesapeake Bay.

He is happy now. He pulled out the old uniform and had it pressed.

And now he stands quite content,

directing traffic that has kept up even after the film company left.

ANY OYSTERS TO-DAY?

Fifty bushels of oysters were used as "atmosphere" in "The First Kiss," in which Fay Wray and Gary Cooper were starred. Oysterman at St. Michaels, Maryland, where the scenes for the picture were taken, were delighted with that news when Director Rowland V. Lee requested technicians to furnish them. Aside from playing extra parts in the film they also profited from the sale of the oysters, which were heaped in piles for various scenes.

WILLIAM DEMAREST.

William Demarest, appearing in "What Happened to Father," the Warner Bros' production coming to the Majestic Theatre soon, was born in St. Paul, Minnesota. The family soon moved to New York where William received his education. After seventeen years as a featured comedian in vaudeville and musical comedy, he went to Los Angeles, home of the movies, in "Monkey Business." During the run of the

Coming!

Emil JANNINGS
THE
LAST COMMAND
A PARAMOUNT PICTURE

Emil Jannings — the mighty — the incomparable. The world's foremost dramatic star. "The Last Command" — his supreme cinema achievement. With a distinguished cast headed by William Powell and Evelyn Brent.

COMMENCING FRIDAY, 22nd.

Just Absent-Minded



A Hilarious Comedy
of Legs and Laughter

What
Happened
to Father?
with
WARNER OLAND - FLOEBEL FAIRBANKS.
WILLIAM DEMAREST - VERA LEWIS - JOHN MILIAN.

He had written a note explaining his trip. But, when he left, he absent-mindedly kept the note in his pocket. Father had never wandered from the old fireside before, and the family was in a panic. One perfectly good father, lost, strayed or stolen! Meanwhile . . .

"WHAT HAPPENED TO FATHER?"

FEMININE WRITERS.

Win Acclaim with
Their Success.

"FATHER."

Most Uproarious Film of
the Year.

Perhaps no greater indication of the place women have taken in world affairs during the last decade is in evidence than the success that has come to feminine writers and playwrights.

Many of the greatest names in the literary world of the present day are those of women. In the writing of novels and short stories they have created a niche for themselves that is an enviable one. In motion pictures, fully half of the leading screenwriters are women, while dozens of other fields of cinematic endeavour have been penetrated by the fair sex.

Prior to Miss Lee's advent to film stardom, she was known as "Cuddles" on the stage. Gus Edwards, who brought many stage favourites to the front from comparative obscurity, "discovered" Miss Lee when she was but a child. He groomed her to stardom on the stage, and at the peak of her stage career, Miss Lee was won over to the movies, where she enjoyed an enviable career.

Miss Lee portrays the role of Victoire, a fiery-tempered French girl, whose presence aboard the trans-Atlantic liner is most disconcerting to William Austin, captain of Ruth Taylor. Austin has had an "affair" with Victoire, and the little French miss was out to stop the impending marriage of the couple at all costs. At this juncture James Hall is thrust on the scene, having been smitten when he first met Roberta Adams, whom part is portrayed by Miss Taylor.

How the climax is brought about forms one of the most interesting and entertaining comedies of the cinematic season. The picture was adapted from the stage play of the same name, which was written by Anne Nichols, famed author of "Able's Irish Rose."

Ruth Taylor and James Hall bid fair to win great popularity. Miss Taylor will be remembered for her role as "Lorelei" in "Gentlemen Prefer Blondes." Hall has already won personal fame with his work opposite Bobo Daniels, and in other pictures.

WARNER OLAND'S CAREER.

Warner Oland featured in "What Happened to Father," was born in Sweden and educated in Boston. He won distinction of the stage with Sothern and Marlowe in "Winter's Tale" and with Viola Allen in "Twelfth Night," "The Eternal City" and the "Christian." Turning to the screen, he became a screenwriter and producer. As a screen actor, he is especially remembered for his work in "The Bride of Palomar" and "East Is West," "Don Juan" and "A Million B.C." He is further distinguished as a translator of Strindberg's plays and as the originator of the "Little Theatre Movement."

Gary Cooper, lean and handsome half of the Wray-Cooper starring team: "Paramount's Glorious Young Lovers" caused Director Rowland V. Lee consternation recently when the film company were on location at St. Michaels, Maryland, where "The First Kiss" was filmed. It was Gary's turn for a scene, and he was long overdue. The entire company of 80 headed by Director Lee searched for him and the young star was finally found by a "prop" boy, deeply engrossed in studying the art of opening oysters under the tutelage of an old oysterman on board a fishing smack.

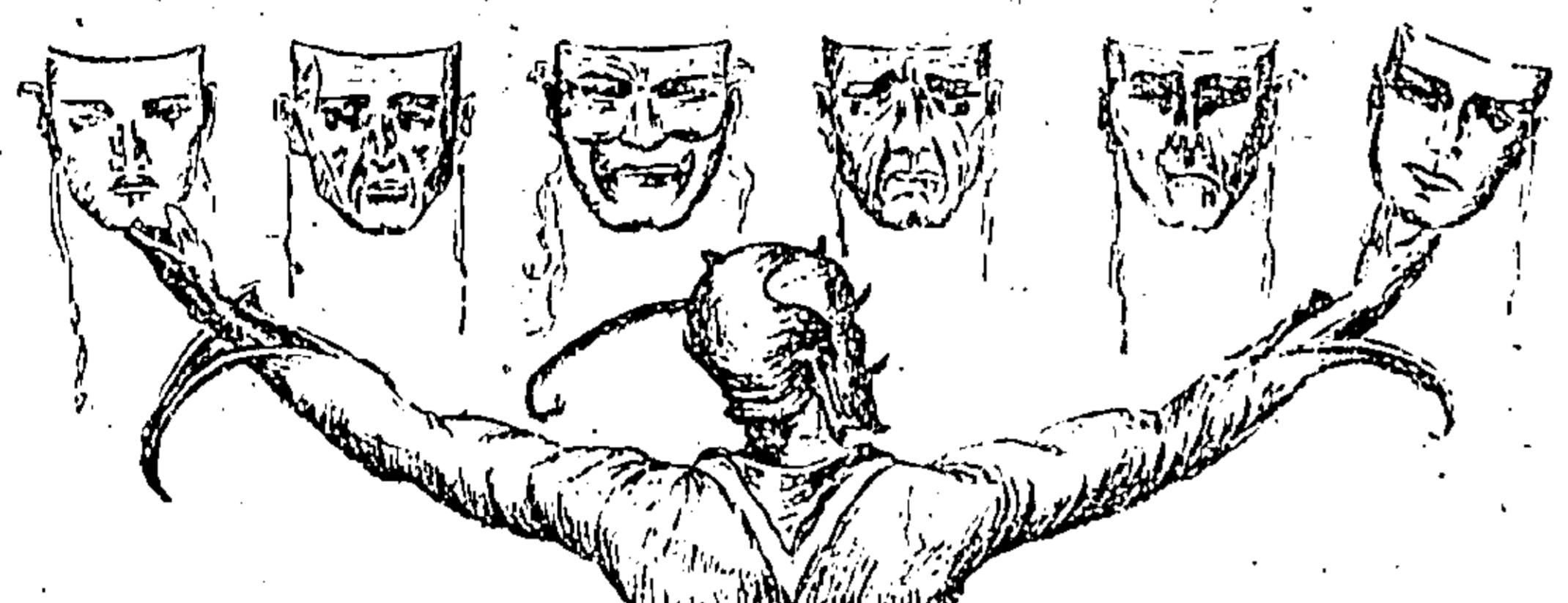
HUNTING PEARLS?

Gary Cooper, lean and handsome half of the Wray-Cooper starring team: "Paramount's Glorious Young Lovers" caused Director Rowland V. Lee consternation recently when the film company were on location at St. Michaels, Maryland, where "The First Kiss" was filmed. It was Gary's turn for a scene, and he was long overdue. The entire company of 80 headed by Director Lee searched for him and the young star was finally found by a "prop" boy, deeply engrossed in studying the art of opening oysters under the tutelage of an old oysterman on board a fishing smack.



Hongkong Sunday Herald
MOTORING SECTION

HONG KONG, AUGUST 17, 1930.



MASKED LUBRICANTS

"JUST as good as Mobiloil at half the price" is one of many masks inferior lubricating oil hides behind.

A trial of Gargoyle Mobiloil has, time and time again, unmasked poor quality oil.

Many are the dollars spent on unnecessary repairs—all due to the use of good looking, inferior lubricating oil.

And to hear a man say: "I do not know the name of the brand of oil I use" makes the average wage earner do some tall wondering. Probably using a masked oil and paying through his nose for it.

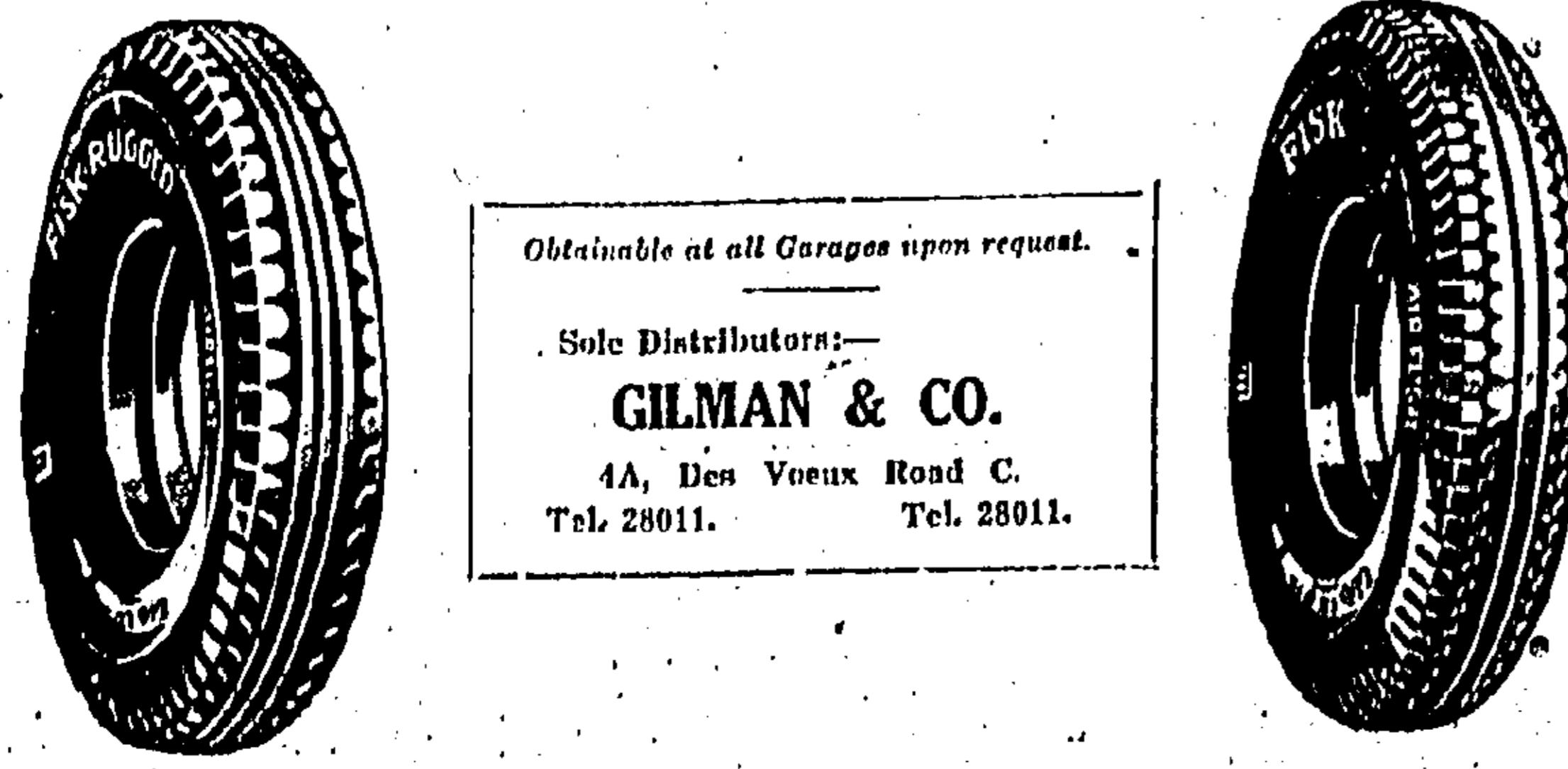
Let Mobiloil prove to you what there is to efficient lubrication. Let it unmask the lubricant you now use. Let it prove to you that it is the most economical lubricant available—bar none.

All you have to do is to drain off the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

VACUUM OIL COMPANY

FISK
FOR
mileage

NEW *In Principle
In Performance
In Price.*



MOTOR MINDED.

Venezuelan Leaders and Good Roads Movement.

Using motion films showing exactly how to start and operate a motor car, field representatives of the National Automobile Chamber of Commerce are turning potential buyers into actual buyers in many foreign countries. The film describing how to operate a motor car was designed to overcome the bashfulness of people who are timid about their complete ignorance of the operation of a car and who consequently hesitate about even asking for a demonstration by a dealer.

Mr. Henry S. Sterling, National Automobile Chamber of Commerce representative in South America, reports this film enthusiastically received everywhere. Audiences included many women and girls who are eager to drive and who are doing so in ever growing numbers to the consternation of the conservative element. These in the automobile trade in the countries visited by Mr. Sterling feel that these motion pictures will stimulate business and provided needed information on the care and operation of motor vehicles.

Mr. Sterling also has with him several films dealing with the construction of low-cost roads and the value of automobiles as a contribution to the economic welfare of a country. During his present tour, Mr. Sterling will visit 150 cities in South America having already covered Venezuela and Colombia.

In Venezuela Mr. Sterling reports eleven successful meetings with a total of over 7,000 people.

In Caracas over 1,700 people crowded into the largest theatre in the city to see the film. All the newspapers gave the meeting splendid write-ups, noting in particular an automobile costs 27 per cent. more in Venezuela than in the United States largely due to import duties.

At Maracay the meeting was attended by President Perez and General Gomez in addition to 300 government and highway officials and engineers. General Gomez showed much interest in the labour saving road machinery shown in the films and said he hoped to have Venezuela represented at the Sixth International Road Congress at Washington.

In Colombia the automotive films were shown at five meetings with a total attendance of over 6,700 people. Mr. Sterling writes that the motor trade in this country feel that the film shows have gone a long way towards counter-acting the slow-up in sales due to a prevailing economic depression. The meetings have led to the formation of a strong motor association to work for equitable motor taxation and good roads.

Mr. Sterling reached Ecuador on July 26, continuing through Peru, Bolivia, Chile, and other South American countries.

NEW CORPORATION

To Make Studebaker and Pierce-Arrow Trucks.

S. P. A. Truck Corporation has been organised to manufacture and market Studebaker and Pierce-Arrow trucks, buses, funeral cars, ambulances and other commercial vehicles.

Mr. A. R. Erskine, President of the Studebaker Corporation, is President of S. P. A. Truck Corporation; J. M. Cleary, Vice-President and General Manager; A. G. Rumpf, treasurer; J. F. Cotter, secretary; H. E. Dalton, controller; C. H. Wondries, vice-president in charge of sales, with Hal T. Boulden and Paul H. Castner as sales managers.

A complete line of trucks and other commercial cars is being designed by Studebaker and Pierce-Arrow truck engineers under the direction of Fred L. Sage, chief engineer of S. P. A. Truck Corporation. Mr. Sage has had a notable record in this field, having developed one of the world's best known lines of trucks.

Both Studebaker and Pierce-Arrow have been factors in the commercial vehicle field even though such activities have been subordinated to passenger cars. Leadership may now be expected with all the energies of this new corporation concentrated on building better commercial cars, backed by the resources of both Studebaker and Pierce-Arrow, and marketing a complete line of trucks engineered specially for the needs of 1930 and 1931.

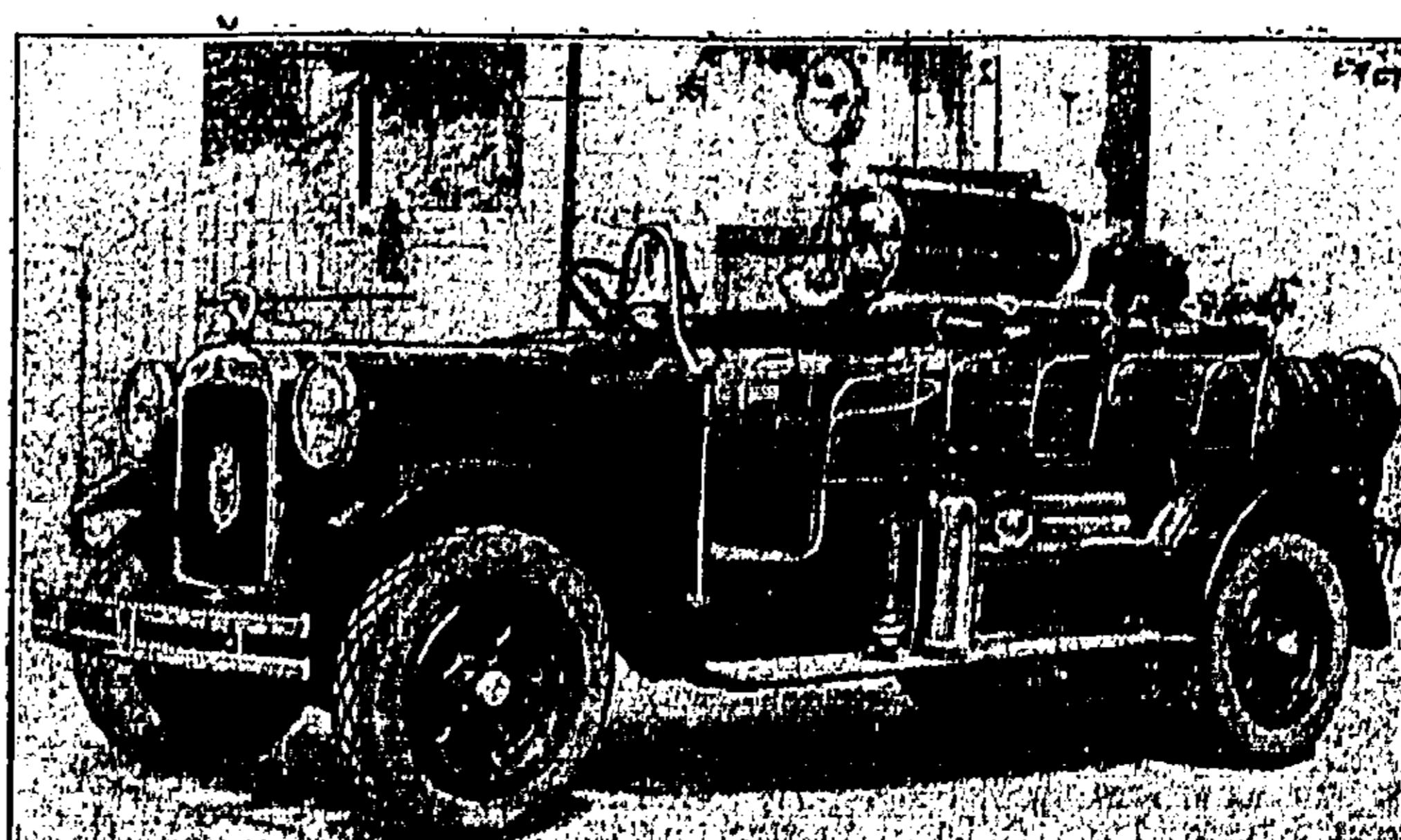
A NEW MARINE MOTOR.

To users of motor engines the vexed question of petrol prices is always dominant. It has its value, however, in spurring manufacturers to greater efforts toward obtaining increased efficiency with the cheaper grades of fuel. Particularly is this so in the motor boating world, where speed and economic efficiency are features of first-class importance.

In Great Britain where petrol prices are rising, high attention has naturally been riveted on this matter, and it is satisfactory to note that much progress is being made. The most recent advance is the introduction of a new 12/20 h.p. engine by the Ailsa Craig Motor Co., Ltd., of Chiswick, London. This unit, while conforming to the compact yet sturdy design for which the company's products are justly well known, has several features which are a distinct advance. There is a special turbulent combustion chamber ensuring rapid combustion of the gas; the screened spark plugs cannot oil up and, finally, though of primary importance, there is the special hot spot manifold, which enables the use of low grade and consequently cheap petrol.

Mr. Sterling reached Ecuador on July 26, continuing through Peru, Bolivia, Chile, and other South American countries.

Dodge Truck Is Fire-Fighter.



Complete fire fighting equipment, including chemical tanks, hose, ladders, axes and first aid kits is found on this Dodge. Both are truck in service in Vila Real, Portugal. The truck is a 1½-ton capacity, and is regarded as one of the most completely equipped units in service anywhere.

DETAILS COUNT.

One of the Reasons for Rover Efficiency.

Motorists have often wondered why it is that Rover cars can show a "clean pair of wheels" to many other cars of similar capacity. There are many reasons for this, of course, but one of them lies in the attention which is paid to details in the construction of the engine.

An example may be found in the induction manifold fitted to all six-cylinders. This is made of cast aluminium, and, as most motorists are aware, cast aluminium is somewhat rough unless it is machined. Now the difficulty is that whereas it is easy enough to machine the outside of an induction manifold, which matters only from the view-point of appearance, it is impossible to machine the inside, roughness of which reduces power to a marked degree.

For maximum power to be developed it is essential that the interior of the manifold should have a polished surface, so that skin friction of the gases may be eliminated. Certain manufacturers have tried stove enamelling the interiors, but this is an expensive operation and is not altogether satisfactory.

The Rover company, however, has arrived at an ingenious solution to the difficulty. Each manifold is bolted up to another of its kind, and hundreds of steel balls are inserted. The carburetor inlet holes are then plugged and the manifolds are attached to a large flywheel. This is rotated at speed, and the manifolds whirl round and round for eight hours. The steel balls continually clatter to and fro and remove all roughness from the castings, leaving a highly polished skin.

The effect of this simple—but very clever—operation can be judged by the fact that the burnishing operation has been found to increase the speed of the cars to an average of over 3 miles per hour!

A 17 YEAR OLD ALBION.

When Mr. Ross, of La Sociedad Exploradora de Tierra del Fuego visited the works of the Albion Motor Car Co., Ltd., recently, he expressed with great satisfaction the service rendered by a 3-ton Albion which was shipped to his firm in 1913. Mr. Ross' Company own large tracks of land in Chile and graze over 1½ million sheep at their four stations. The service given by this old machine resulted last year in the purchase of a 6-ton Overtype model which is to be used for carrying produce down to the Coast to Last Hope Inlet, a long arm of the sea near the west end of the Straits of Magellan.

10,000 MILE TESTS.

Tried by Rolls-Royce Designers.

It is one thing to get an idea for an improvement to a car and to design the new component or whatever it may be so that it should be satisfactory; but it is quite another thing to make sure that it is satisfactory.

The Rolls-Royce Company has a very definite method of proving any new fitment. As is generally known, of course, this famous concern does not make a habit of introducing annual new models. The cars are improved as and when possible, and it follows that there is an almost continuous stream of new devices to be tested.

The test employed in this case is certainly unique. Rolls-Royce designers are not satisfied with brake tests, road tests, or Brooklands tests. They require something more strenuous, and for this purpose they conduct high-speed tests on the Continent.

"Somewhere in France" there is a Rolls-Royce headquarters, and to this spot gangs of expert testers repair as soon as they are required to try out any new development. Anything new, whether it be large or small, is subjected to a severe trial of at least 10,000 miles on Continental roads. These roads are ideal for the purpose; they allow terrific speeds to be maintained and at the same time they offer the roughest of test conditions.

Each car has its team of four testers, two on duty and two in reserve; and during the test it travels no less than 500 miles a day. Wherever possible the speed is kept at between 60 and 85 miles per hour—and the rougher the road the better! From time to time the component under test is examined and if, at the conclusion of 10,000 miles hard running, it is found to be in every way satisfactory, it is incorporated on the production model.

ENJOY
YOUR
HOLIDAY
TOURING
THIS
SUMMER
ON

The Unapproachable
Norton
REG TRADE MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

Easy payment arranged
SINCERE'S
SOLE AGENTS

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 60 cts. for 40 words for one insertion. Bring yours in to 1A, Wyndham Street or Phone 24041.

MOTOR NEWS

from Road & Showroom.

A Studebaker Six Sedan recently established a new record by climbing the twisting 7-mile course up Mount Baldy, California, in ten minutes 44 seconds, to win the Pomona Progress-Bulletin trophy.

"I purchased my first automobile in 1910. Since then I have had 17 cars, and of this number 10 have been Studebakers," says J. W. Willis, manager of the Sun Life Assurance Company of Canada.

More than 18,500,000 feet of lumber are used by Studebaker annually in the manufacture of motor cars. This lumber comprises tough texture ash, hard maple, Northern soft elm, yellow pine, and white pine.

Rubber engine mountings at the suspension points in Studebaker cars prevent the transfer of engine vibration to the frame and body contribute materially to smoothness.

A comparison of new car registration figures in the U.S.A. for 1929 with 1928 shows an increase of 47 per cent. for eight cylinder cars above \$1,000 against a decrease of 19 per cent. for sixes in the same price range, according to a reliable compilation by Studebaker.

The aggregate mileage registered by members of Studebaker's unique 100,000-mile club, composed of nearly 1,000 Studebaker cars which have refused to wear out, approximates 150 million miles, according to records at the Studebaker factory.

Economy.

A motor car owner installed a new-fangled carburetor that was guaranteed to save 20 per cent. in petrol. Then he put in several sparking plugs that were guaranteed to save 20 per cent. of the same previous fluid, and an intake superheater that was also guaranteed to save 20 per cent. He then put in patented rear axle that was guaranteed to save 20 per cent., and fitted new tyres that were promised a further 20 per cent. saving. Finally he drained his crank case and refilled it with a new oil, guaranteed to increase his mileage 20 per cent. Now, with a fuel economy of 120 per cent., he has to stop every 20 miles and bail out the petrol tank to keep it from running over.

Thermo-Gauges.

As a fever thermometer serves the physician, so does the thermo-gauge serve the motorist. Normal temperature of the improved Chevrolet six-cylinder engine after it has been warmed up, ranges between 115 and 170 degrees Fahrenheit. The A.C. thermo gauge, which is mounted on the instrument board of the improved models, informs the driver at all times if the operating temperature of his motor is normal. The thermo gauge will immediately register the effects of any conditions which might cause an overheated motor, thereby warning the motorist before damage is done.

Hydrometer tests of the battery in your car should be supplemented by an occasional visit to your electrical station for a plate voltage test. The former test is only approximate, while the latter test denotes the true condition.

Pre-Ignition.

It is fairly well known to most motor cyclists that pre-ignition has symptoms rather similar to those brought on by a tight piston, or slight shortage of lubricating oil. The engine apparently becomes weary, heats up, slows down and finally stops. Very often the rider has no idea why this should happen, and after waiting for a few minutes for the engine to cool slightly, is able to start up again and continue on his way. If he goes slowly, all is well, but if the throttle is opened too far the same symptoms will occur again and probably even more severely than before. The usual cause of pre-ignition is that an incorrect type of sparking plug has been fitted, or that the plug has become worn out. In the case of a two-stroke engine, for example, the heat imparted to the central electrode of the plug is much greater than in a four-stroke, so that it is essential to employ a plug that will carry away the heat, otherwise the incandescent points will fire the mixture prematurely.

Ford's Production.

World production of Ford cars and trucks for the first quarter of 1930 totalled 400,070, of which 346,359 were domestic.

During March the total was 174,585 of which 148,622 were domestic. The daily average on a basis of a five-day week reached 8,313, and during the month of April just closed was even higher.

Manila and Tyres.

Manila is the centre of tyre distribution for the Islands where more than nine makes of automobile tyres are represented by factory and local agents. Three American tyre producers maintain branch offices in Manila while two additional producers maintain factory representatives.

The growing importance of Manila as a greater tyre centre is perhaps reflected in the fact that reports are current that another United States tyre manufacturer is planning to establish its own branch at Manila in the immediate future.

Clutch Adjustments.

In working on some plate clutches it is necessary to bear in mind a reversal of reasoning. On one of them, for instance, there are four adjusting nuts equally spaced around the clutch. If the plates grab these nuts should be tightened by turning them to the right. Should there be slippage, however, the nuts should be loosened by turning to the left. The process, in either case, is the reverse of what one would ordinarily expect.

In the adjusting of this type clutch, therefore, slippage is remedied by loosening the adjustment nuts instead of tightening them. It is not an easy rule to remember.

It is also important to adjust each nut equally; otherwise the plates will be out of true.

Water in The Petrol Tank.

Quite a lot of trouble can sometimes be caused with a car if a little water finds its way into the petrol tank, and owners faced with this trouble are often at a loss to know the remedy, because draining the tank is usually no cure, the water remaining behind in the form of "heads" on the bottom of the tank. If, however, a quantity of methylated spirit—say a pint—is poured into the empty tank, and the car rocked to swirl it round, the spirit will be found to absorb the water, and the solution of spirit and water can then be drained off, leaving the tank clean.

Meanwhile the engine leeks compression to point where there is constant wastage of power and fuel. If the car is operated under conditions that call for maximum performance this reduction in power will be accompanied by strain on all working parts.

Starter Motors.

In cases where sticking of the starter drive gear becomes chronic it is well to consider the possibility that there is wear on some of the flywheel teeth. If some of these are chewed off the starter gear has a tendency to come against one of them with a wide tooth and jam against it.

This is just the reverse of what one would normally expect, especially if one has ever been troubled with having the worn teeth of the wheel fail to provide engagement with the starter. There is a decided difference, however, between a few teeth that are completely chipped off and those that are simply worn down.

The remedy for gears that are in the latter condition is to point them up with a sharp chisel. In this way the starter pinion gear does not meet a broad tooth, and jamming is less likely.

Sticking Rockers Arms.

Many motorists to-day take a keen interest in matters mechanical, and, in consequence, repeatedly discover that there are numerous small yet unimportant details which can be attended to by themselves without help. Naturally the more serious repair or adjustment jobs should be left to those who specialize, but more often than not, with the aid of useful and practical hints and tips, the lesser running adjustments can be done quite readily in one's own garage. For example, a source of ignition trouble can be a sticky rocker arm. Oil should not be used.

After removing the rocker and cleaning the rocker arm bearing, effective lubrication can best be obtained with the aid of a lead pencil, the lead or graphite serving as a dry lubricant. Another useful hint to help detach an obstinate wheel is to attach a suitable strap to the wheel spoke and insert a jack in the loop between the end of the axle and the strap; then operate the jack in the ordinary way and the stiff wheel will soon respond.

P.C. WHO JUMPED.

Was He Part of the Traffic?

Is a traffic constable part of the traffic?

This question was raised by the Penang District Judge in the course of the hearing of a summons against Mr. H. R. Baker, of the Government Monopolies.

Mr. Baker was charged with driving his car, P.91, at a speed

and in a manner dangerous to the public on June 27 at the junction of Northam and Larut Roads.

Mr. Baker pleaded not guilty.

Inspector Martin, of the Traffic Department, conducted the prosecution.

Accelerated.

Police Constable 1789, on duty at the Northam-Larut junction, complained that because Mr. Baker overtook another car at the cross-roads, he was forced to jump on to the roadside to save himself.

The other car, P.222, was proceeding at a normal speed,

while that driven by Mr. Baker accelerated past without either signal or warning.

When Mr. Baker had driven past, stated the constable, the driver of P.222 stopped and inquired if he was hurt.

Can Teong-on, the driver of P.222 said that while going along Northam Road at a speed of 15-20 miles per hour, he was overtaken again by the same car which shot past him without warning. Having got ahead, this car dropped back to a speed of 12-15 miles per hour and again kept to the middle of the road. The driver took no notice of Mr. Baker's tootings, but finally Mr. Baker, for the second time, managed to get past.

Dictionay.

Mr. J. A. Parker, a passenger in the Baker's car, stated that P.222 seemed anxious to keep their car behind.

His Honour asked if a traffic constable was part of the traffic.

Mr. Arthur held that, in the wide sense of the word, traffic included the traffic policeman on point duty.

A fine of \$10 was imposed.

the police constable was wedged in between the two cars.

No Offence.

Mr. Arthur inquired if it was an offence to go behind the traffic constable.

His Honour said that there was no rule specifying any such offence; and if a person was overtaking another car, he was liable to go over the right hand side of the road.

It would also be an awkward matter if one had to keep on the proper side of the policeman, since he had no fixed pitch and might station himself anywhere on the road.

Inspector Martin, admitting that

there was no rule against driving

on the wrong side of the police

constable, pointed out that the constable was invariably stationed in the middle of the road and that driving past behind him would

render the motorist open to a charge of travelling on the wrong side of the road.

Road Hogging.

Mr. Baker said that while proceeding home along Northam Road, he encountered P.222 a grey two-seater Fiat, which "seemed anxious to keep him behind."

This car was travelling at some ten miles per hour, and in spite of tootings from Mr. Baker's car, kept well to the right hand side of the road.

It was some appreciable time

before Mr. Baker could get past,

but having dropped back to normal speed, he was overtaken again by the same car which shot past him without warning. Having got ahead, this car dropped back to a speed of 12-15 miles per hour and again kept to the middle of the road. The driver took no notice of Mr. Baker's tootings, but finally Mr. Baker, for the second time, managed to get past.

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NEW MODELS.

Eight-Cylinder Dodge Described.

Dodge Bros. have produced an eight-in-line as a companion car to the Dodge six and sedan six. This car has just been announced in Western Australia by the Winterbottom Motor Co.

This new car is an eight-in-line with a vibrationless motor of the "L" head type with a bore of 2 7/8in. and a stroke of 4 1/4in., giving a displacement of 220.07 cubic inches. The power plant develops a maximum of 76 horse-power.

Four-point engine suspension system is used, with rubber insulation

at the rear supports to absorb vibration. The down draft carburetor provides good acceleration and smoothness of performance.

The crankshaft, which is statically and dynamically balanced, is drilled to permit the forcing of oil at 25 to 30 pounds pressure to all bearings. To the size and perfect balance of this shaft, plus the rigid bearing support, and the effectiveness of an impulse neutralizer is attributed the smoothness of engine performance throughout the entire range of operating speeds.

Pistons are of the light alloy, ventilated bridge-type, each being fitted with three compression rings and one oil control ring. Motive thread spark plugs with heavy electrodes, similar to those necessary in racing car and aeroplane motors, permit the engine more capably to meet the requirements of both idling and high speed driving. The latest type of petrol and oil filters further ensure engine efficiency.

The improved transmission, unusually quiet in operation, is a unit with the engine. Clutch in the single, dry-plate type. The rear axle is semi-floating, with two roller bearings supporting each wheel. Steering is of the semi-reversible worm and sector type, adjustable for wear. Ball thrust

bearings at the steering knuckle head, together with other refinements in design, make steering responsive to the slightest touch. Dodge Brothers' hydraulic, internal-expanding weatherproof four-wheelbrakes in 12in. drums provide a total braking area sufficient to ensure positive control of the car at all times. Spring-action is controlled by four hydraulic, double-acting shock absorbers.

On top of the steering column are the light control switch, petrol throttle and horn button. Gear shift is standard, three speeds forward and one reverse. The gear ratio is 4.0 to 1 on all models. Conical type headlamps of the most modern design with cowl lights following the same general design, are said to achieve a new effect in artistic blending with the symmetry of body lines.

Body types of the eight-in-line include a four-door sedan, roadster with rumble (or dickey) seat, and tourer. The bodies are Australian built and the quality, finish and appearance of these cars is a credit to the industry.

The new eight is a splendid example of modern automotive design. The motif is based on the perpendicular lines and recesses that give strength and beauty in modern skyscraper construction. Body mouldings and decoration throughout the car follow this laminated pattern, from the instrument panel, in which are grouped the speedometer, engine temperature indicator, fuel gauge, ammeter and oil gauge, down to such details as the switch plate escutcheons, etc. The upholstery of the closed models is in mohair, broadcloth or leather, and in the open cars leather is used exclusively. Colours are most skilfully blended in the finish of the cars, presenting new results in colour combination.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or 'Phone 24641.

This WILLYS SIX 1 1/2 ton truck chassis gives you body space suitable for your requirements

STUDY THESE SPECIFICATIONS

89 1/4" from rear of cowl to centre line of rear axle

101 1/4" from front of dash to centre line of rear axle

51 1/2" from back of cab to centre line of rear axle

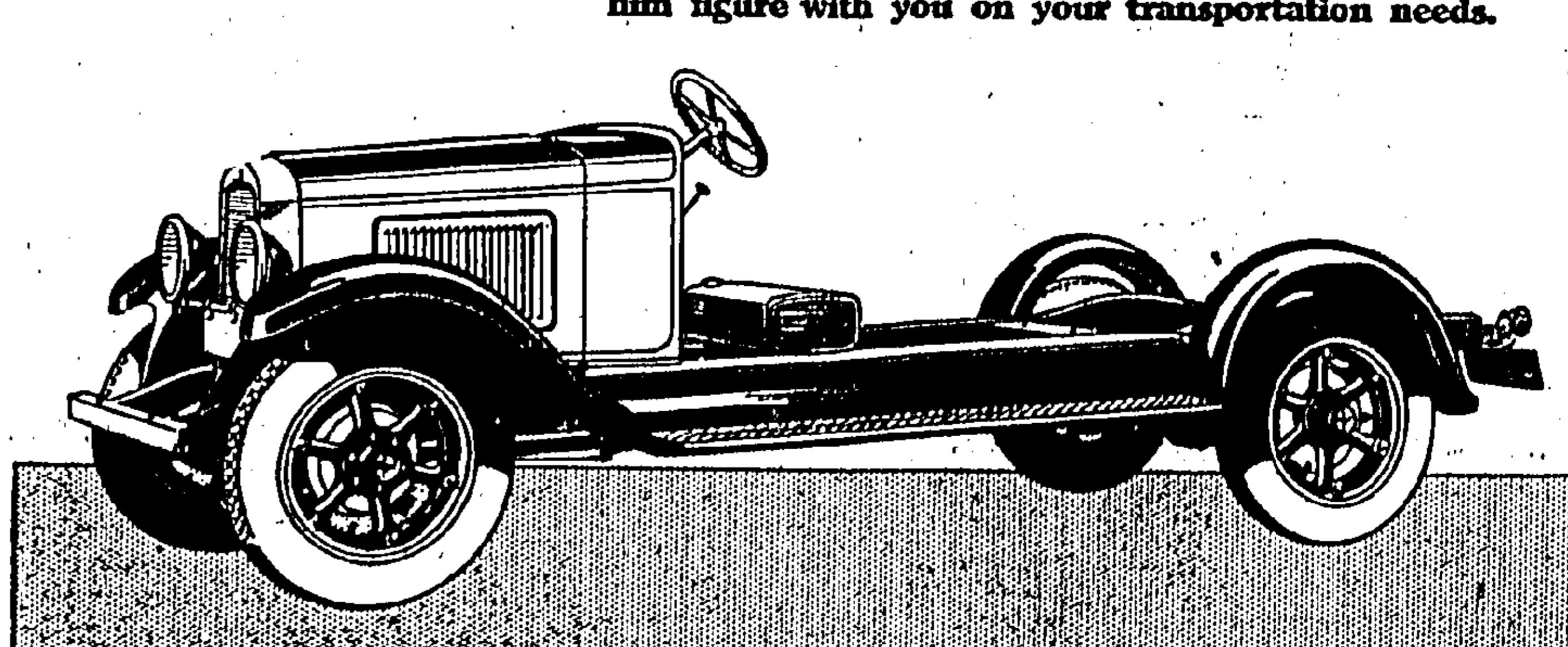
86 1/2" from back of cab to end of frame

188" overall length

131" wheelbase

47" maximum width for body between fenders

Consider also the sturdy construction of this chassis, the powerful engine developing 65 H.P. at 3200 R.P.M. (counterbalanced crankshaft), the 4-speed transmission and all the other features that contribute to this truck's unusual possibilities of fast, dependable, economical operation. Only in the Willys Six can so many features assuring profit to the operator be obtained at such a low price. See the nearest Willys-Overland dealer for a demonstration, and let him figure with you on your transportation needs.



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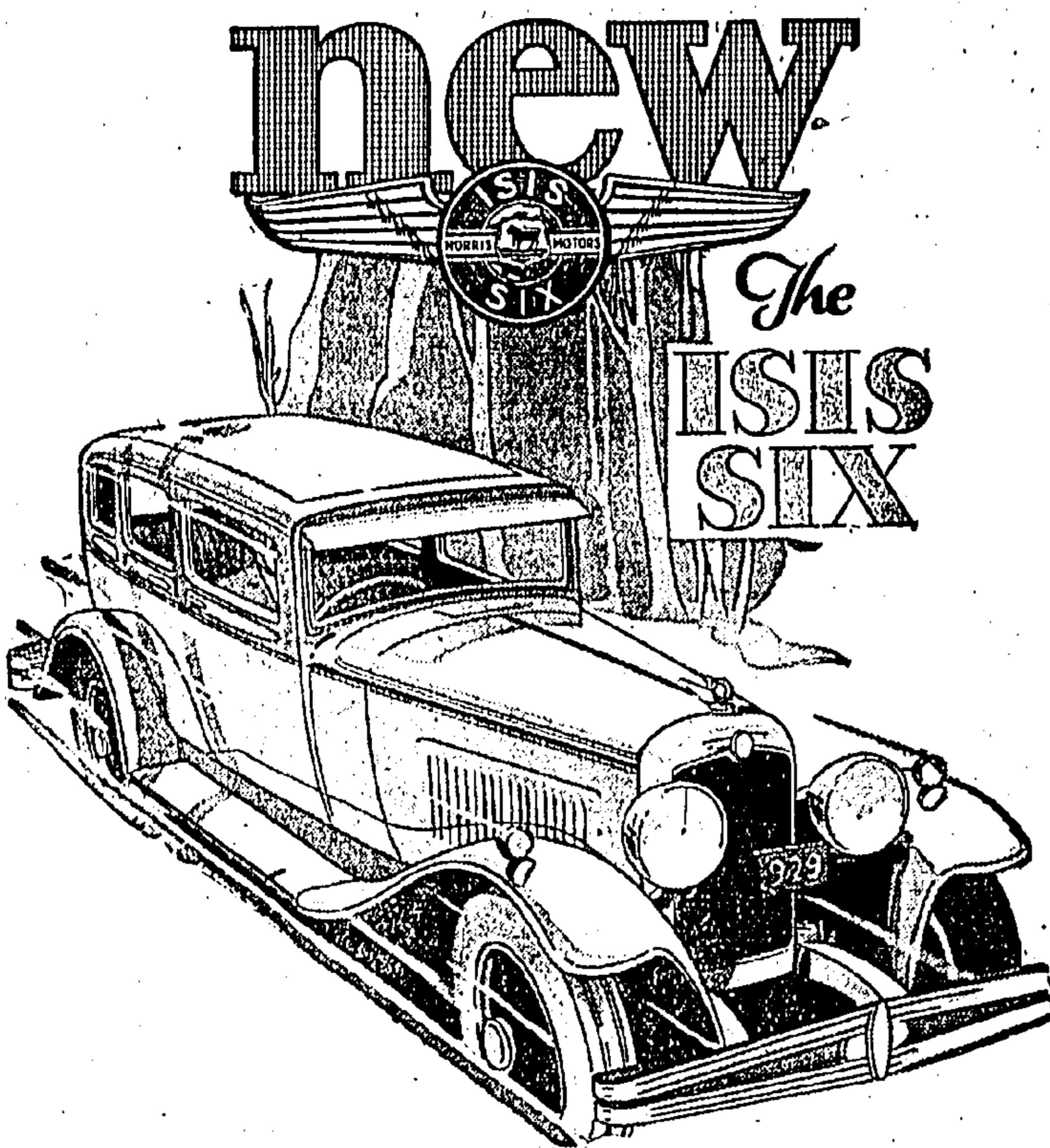
4A, Des Voeux Road, C.

Service Station Garage:

DURO MOTOR CO., LTD.

132, Nathan Road, Kowloon.

LONG ECONOMICAL LIFE



christened after the river—
....to symbolise effortless energy

JUST the sort of magnificent saloon three-quarters of the motoring world have envied, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £385.

18 h.p. R.A.C. (developing 54 b.h.p.), an o/h-valve engine doing from 6 to 60 on top, and giving 20 miles to the gallon.

Ample clearance for all road conditions. Feel how the road shocks are cushioned out, how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Six that will be seen on all the roads this coming Summer. Try it, and be one of the first to buy it.

£385

THE HONG KONG HOTEL GARAGE
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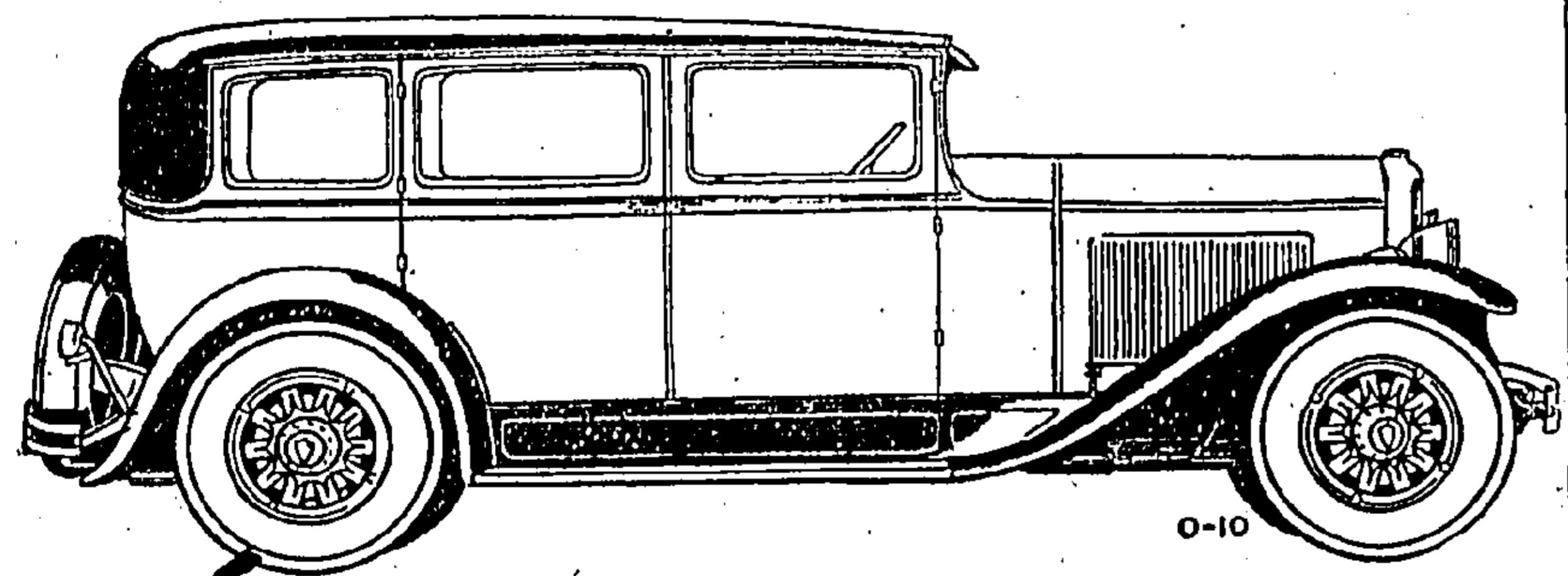
PRODUCT OF MORRIS MOTORS (1926) LTD.



CHAIRMAN: SIR WILLIAM R. MORRIS, Bt.

Drive a Smart Oakland to

Avoid Congestion.



THE ORIENTAL MOTOR CAR CO.

303-9, Hennessy Road.
Telephone 20406.

LATEST PONTIAC.

Improved Model for Australia.

General Motors (Aust.), Pty. Ltd., announce an improved model of the Pontiac six. Completely assembled in Australia and carrying such a proportion of Australian equipment and material as to make the Australian character of the car infinitely greater than the American, the Pontiac retains all the qualities responsible for its record of success since its introduction in 1926, while many further refinements also have been achieved. The engine, developing 60 brake horsepower at 3,000 r.p.m., provides a reserve of power which gives remarkable acceleration and permits all-day high-speed performance. Body building craftsmen have developed smart lines, charming colours and perfect proportions and have given the bodies distinctive elements of style, beauty and appeal. The smartly designed body models are a four-door sedan, sports coupe, touring car and sports roadster. On the 110in. wheelbase remarkable riding comfort is provided in all these body styles.

While body dimensions remain practically the same as last year, the appearance has been enhanced. One new appearance feature is found in the half oval belt moulding, which starts at the narrow radiator, gradually widening to a point just below the windshield post and carried in a straight line of uniform width to the rear of the window openings, where it again narrows and follows the belt line around the back panel.

Attractively finished in new duco colour combinations, the closed bodies are upholstered in harmonising hues. Australian leather upholstery, with trim to match, distinguishes the open models, which have windshields with chrome-plated metal trim. Theft-proof door locks are provided on all closed models. New 19in. diameter wheels, with large hub caps bearing the Pontiac name plate, are fitted. Wire wheels, which are standard on both sports coupe and sports roadster, may also be obtained on the sedan and tourer as special equipment. The wire wheel equipment includes two spare tyres and wheels cradled in fender wells, with chrome-plated retainer clamps.

A sloping windshield in the closed models not only contributes to improved appearance, but largely eliminates annoying reflections during night driving. Rubber cups on brake and clutch pedals seal the openings around pedal slots when the pedals are in normal position. An effective steering system operates on taper roller bearings of the new hour-glass type, affording ease of control. An all-metal military type visor, tilting beam headlights operated by foot control, and a new instrument grouping on the ebony finished panel also provide further elements of convenience and grace. A new built-in coil ignition lock operates from the instrument panel.

Reduction in the deflection rate of the front springs is largely responsible for the enhanced riding qualities of the improved Pontiac. The hydraulic shock absorbers now restrain spring rebound by means of solid metal, rubber-bushed, links instead of straps, a change which enables them to become instantly effective.

Lateral rigidity of the crankcase has been greatly increased by the addition of external ribs extending along its full length and width, an advancement that holds the crankcase rigid even under the most severe strains of fast driving. This crankcase rigidity is an important factor in protecting the crankshaft bearings from wear. Smaller metric spark plugs have been adopted to eliminate any possibility of pre-ignition trouble. The four motor support brackets are insulated from the frame by rubber bushings, affording a further degree of smoothness and silence. A semi-automatic, manually-controll-

ed starting motor has been adopted which prevents the flywheel teeth from being chipped or broken. In the new type starter, the starting motor pinion meshes with the flywheel gear at the first downward movement of the starter pedal which makes electrical contact only when fully depressed.

Safe, sure control is further assured by the improvement of the quiet dirt and weather proof internal expanding brakes. The sliding friction with which the toggle joints of the Pontiac brakes formerly operated has been replaced by rolling friction through the introduction of rollers on the toggles. This change provides even greater braking efficiency, while reducing the necessary pedal effort. The emergency brake lever, now connected directly with the service brakes, enables the driver to apply additional brake pressure even though neglect of service brake adjustment should permit the foot pedal to be depressed to the floor board.

Full pressure lubrication is provided for the main and connecting rod bearings, and is regulated through a redesigned adjustable pressure relief valve. Oil is filter-

ed through 134 square inches of fine mesh screen extending completely across the oil pan and above the oil level. Another detail of the oiling system is a provision whereby the overflow from the pressure relief valve reaches the pump without being forced to filter through the screen. This represents an important winter feature since the cold overflow oil is not permitted to pile up on the screen and starve the pump, but is returned immediately to be recirculated. The oil pump and distributor are driven by a vertical shaft off the camshaft. The oil pump circulates approximately 146 gallons of oil per hour at 25 miles per hour road speed. A safety drive feature, incorporated in the oil pump and distributor gear, stops the engine by "killing" the ignition in the remote event of the oil pump failing to function. This eliminates the danger of damaging the engine by operating it without proper lubrication. A combination pressure and suction type of crankcase ventilator reduces dilution of engine oil by carrying off water vapour and combustion fumes before they can condense and drop into the oil pan. Fumes are expelled under the car.

The G.M.R. cylinder head, whose design prevents roughness and detonation, represents another feature which the engineers have retained. The head is cast in two sections, which may be removed without disturbing the distributor. The big 63lb. counter-weight crankshaft is retained, as are the over-sized interchangeable bronze-backed main bearings—two features that have distinguished the Pontiac since its inception. The crankshaft is balanced both statically and dynamically. It carries oil seals, both front and rear. Pontiac's exclusive feature, the harmonic balancer, is built into the fan drive pulley, where it neutralises torsional vibration.

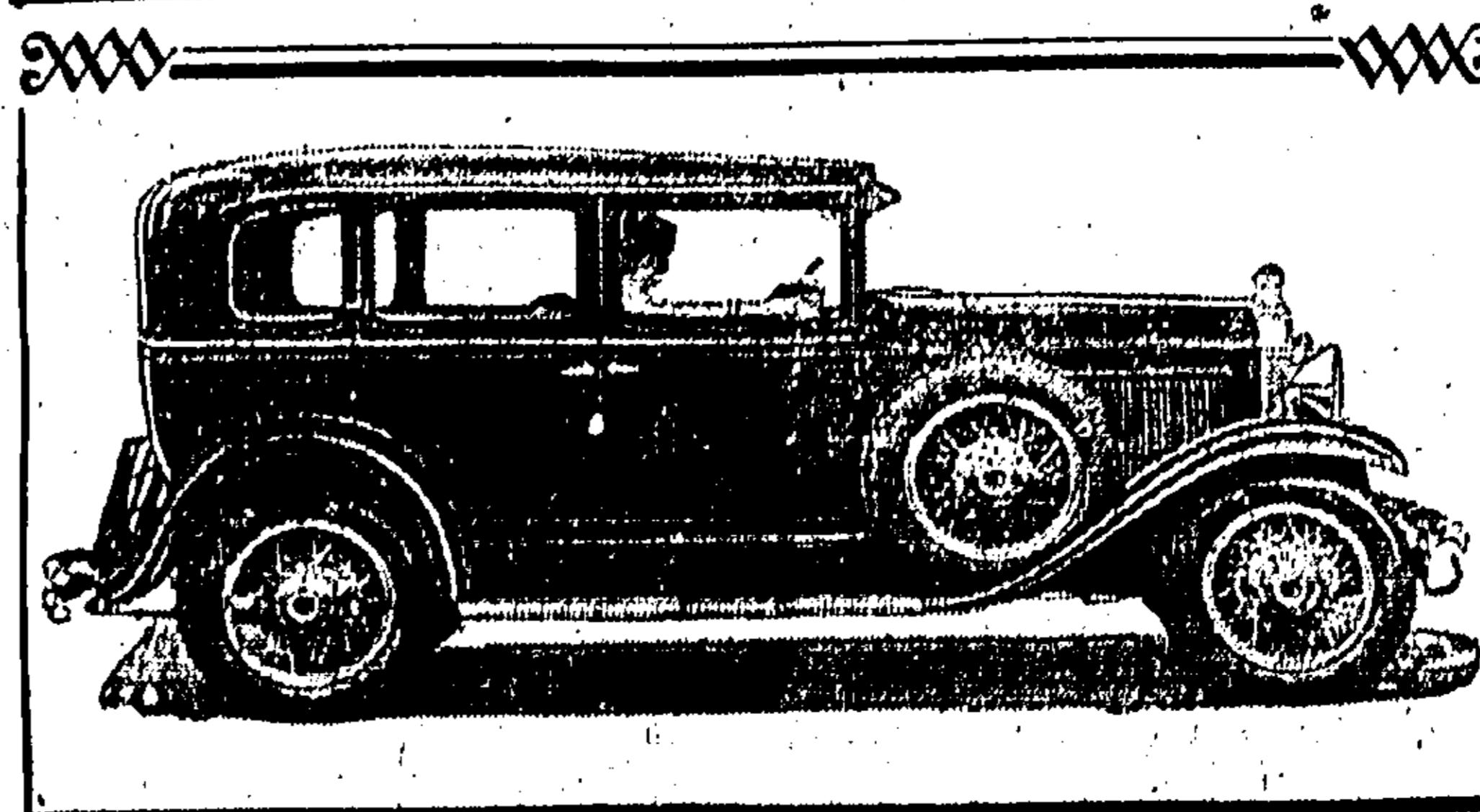
The thermostatically-controlled cooling system again utilises the proven cross-flow radiator. This type of radiator is an important advancement in motor cooling, practically eliminating evaporation, thus providing distinct advantages for both hot and cold weather operating.

The metropolitan distributors of Pontiac are Austral Motors, Ltd., Murray Street, Perth.

BRITISH LORRIES IN N.S.W.

Trading conditions in Australia are, of course, anything but easy at the present time, but the need for road transport is ever present. The British built Albion has certainly been getting a good share of the business that is going and the Clyde Engineering Co., of Sydney, who are concessionaires for these popular motors, report orders from many important concerns in New South Wales. Messrs. Wm. Arnott, Ltd., the well-known biscuit bakers, have added 30 cwt., 2-ton and 4-ton models to their already large fleet of Albions. The Main Roads Board, and the Child Welfare Dept., have purchased 30 cwt. models; the Kurri Kurri Municipal Council and Messrs. Tooth & Co., Brewers of Sydney, have favoured the 2½-ton model; while the Shell Company of Australia, Ltd., has placed repeat orders for 2½-ton and 8-ton models, and the British Australian Tobacco Co. has bought another 4-tonner.

NEW WILLYS-KNIGHT IS PRESENTED



Willys-Oakland, the world's largest builder of Knight engined cars, is introducing the new Willys-Knight "K" featuring a newly designed Willys-Knight sleeve valve engine of built-in high performance. The new model is a smooth and smart line of design. This new model will sell in the medium price range. Above is shown the Willys-Knight "K" De Luxe Sedan. Other models in the line are, Cooud, Coupe, Standard Sedan, Headster and Touring car.

1,000 OBSTACLES.

Overcome by Model in Ford Truck.

From the valley of a Thousand Hills a Model A Ford truck recently emerged triumphant over a thousand obstacles, such as are found only in South Africa—dizzy crags, no roads, steep climbs, dangerous descents, deep, treacherous shifting sands.

Over this wild section the Ford went, mostly in low gear, on only a quart of added water and no additional oil. And the truck never balked throughout the gruelling five-hour endurance trip.

The Ford went through its paces by Lance Walsh, long noted for his ingenuity in devising new and exquisite tortures for testing cars. And South Africa affords unlimited possibilities in the way of unbroken trials, primitive ground, sheepish, deep gullies, sand, swamp, forest and bush.

"On one occasion," said Mr. Walsh after the nerve-racking run, "we would descend a 'gentle' grade of one in four or five, the next instant we would ascend an equally steep gradient. Seldom had we four wheels on the ground."

What made the endurance run all the more remarkable was that the truck was loaded to capacity with a ton and a quarter of sand ballast, a crew of six, provisions, spare gasoline, water, oil, and later, in addition to all this, three Zulu guides.

"One thing which will live a long time in my memory," said Mr. Walsh, "is an occasion when we had to make a deviation to avoid a donga or canyon. The truck was put head on at a gooly sized sapling. The sapling simply disappeared beneath the bonnet and our photographer murmured, 'Why were tanks invented?'

"On another occasion," Mr. Walsh said, "We wandered through metallic fields and bush, descending grades that would

MOTOR BOAT RACE.

Stanley Dollar Jun., Takes Victory.

Tahoe Tavern, Calif., July 4. Driving his speedy "Shilohong," Stanley Dollar, Jr., of San Francisco, to-day won the motorboat championship of Lake Tahoe by leading a fast field across the finish line of the seven-mile course in 9 minutes and 9½ seconds. Harry McGee, driving his "Flash," finished second one-half second behind Dollar, and William McGee Jr., finished third in his "Lucky III."

have turned the hairs of most motorists gray, and asceding rises where necks had to be craned to see over the radiator. But never did the Ford falter."

So steep was one down grade that besides taking the precaution of placing the car in low gear, the party put chains on the wheels. A descent towards the Umgeni River almost proved disastrous. The party struck deep, treacherous sand.

"In low gear," Mr. Walsh said, "the wheels turned slowly but surely, propelling the car through the soft sand, into which our feet sank up to the ankles. Once or twice in impossible places, were struck and the truck sank almost up to its axles, but always it extricated itself."

To get out of the Umgeni River bed, the Ford had

WHY TYRES WEAR.

Hitherto Undisclosed Facts.

The tendency of heavy-vehicle users consistently to load their transport media beyond their rated capacity is one to which we have referred time and time again. The procedure is one which is strongly to be deprecated and is shortsighted, because it cannot fail to be reflected in shorter life of the vehicle and tyres, as well as in greatly increased cost of maintenance. The bright side of the matter is the way in which British-made vehicles stand up to these heavy overloads. Moreover, the fashion in which the tyres on these vehicles support the excessive strains to which they are put is highly creditable.

Makers at a Disadvantage.

We feel, however, that the tyre makers are somewhat at a disadvantage in this matter. The vehicle manufacturers, aware of this inevitable tendency to overload, can, to some extent, take precautions. These precautions may or may not extend to the provisions which are made in the design of the vehicle, for the tyres. If they do, well and good. If they do not, it is only fair that the user should at least appreciate the extent to which he is penalising his tyres, particularly in the case of chassis that are equipped with twin tyres on the rear wheels.

In such cases, the excess loading

is greatly exaggerated, owing to the fact that, when the machine is standing or running up on a cambered road, the burden is not evenly distributed. In those circumstances the inner tyres carry much more of their proportion of the load and are thus even more excessively stressed, whilst the outer tyres hardly bear their nominal load. It is no exaggeration to state that each inside tyre bears as much as 33½ per cent. of the total load on the rear axle, one of them carrying even more than that.

In an actual example, a vehicle standing or running near the kerb upon a slightly cambered road, the following were the percentages of the total load upon the rear axle, which were carried by the individual tyres:—The near-side outer, 25 per cent.; the near-side inner, 30 per cent.; the off-side inner, 24 per cent.; the off-side outer, 21 per cent.

More Interesting Figures.

On a more steeply cambered road—not, however, so sharp as to be in any sense of the word remarkable—the following percentages of the load were carried by each tyre:—Near-side outer, 18 per cent.; near-side inner, 38 per cent.; off-side inner, 33 per cent.; off-side outer, 11 per cent.

The meaning of these percentages will become clearer to many of our readers if we state them in terms of tons, cwt., and qrs. On a slight camber, the following were the loads carried by individual tyres, the total load on the axle being 8 tons 11 cwt., 3 qrs.:—Near-side outer, 2 tons 3 cwt.; near-side inner, 2 tons 11 cwt., 2 qrs.; off-side inner, 2 tons 1 cwt., 1 qr.; off-side outer, 1 ton 16 cwt.

On the more steeply cambered road the figures were:—Near-side outer, 1 ton 11 cwt.; near-side inner, 3 tons 6 cwt., 2 qrs.; off-side inner, 2 tons 10 cwt., 2 qrs.; off-side outer, 18 cwt., 3 qrs.

The maximum equal load on the rear axle of any goods-carrying vehicle in this country, provided for under the Heavy Motor Car Order, is eight tons, and the tyres on the vehicle we instance were actually designed to carry the maximum load of two tons each. Clearly, therefore, the near-side inner tyre on any well-cambered road is carrying an overload of 1 ton 6 cwt., which is 62½ per cent.

Even, however, if the load on the

vehicle had not been such as to cause the maximum on the rear axle to be more than eight tons, the innocent owner of that vehicle would, unknown to himself, have been exceeding the rated load on his near-side inner tyre by as much as 50 per cent., as the load thereon would have been three tons.

The Result of Overloading.

Let us consider an ordinary case of overloading, in which a vehicle designed to carry six tons, and imposing, with that load, a total of eight tons upon the rear axle, is upon by its user to bear eight tons. With normal distribution of the load it is more than probable that the whole of that extra two tons will fall upon the rear axle, thus increasing in proportion the load on all the tyres. In such circumstances on the more steeply cambered road the load upon the near-side inner tyre would be 4 tons 1 cwt., 2 qrs., being, therefore, more than 100 per cent. greater than that which the tyre was designed to carry.

The point we have been trying to make is that overloading of any twin-tyred commercial vehicle involves an excess burden on the tyres which is out of all proportion to the amount of overloading to which the vehicle is subject. The fact still remains, however, as has been shown, that when the chassis is carrying a full load, and when it is on a cambered road, the inner tyres bear a high percentage of the total load that, with the best intentions in the world, it is impossible to avoid overstressing them in the manner already shown.

Premature Wear of Inner Tyres.

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REAL HORSE POWER.

In a recent discussion following an article in the Yachting World dealing with horse-power ratings of marine motor engines, it was generally agreed that British engines, as compared with their foreign competitors, are conservatively rated, but that under actual working conditions results in efficiency, speed and durability are equal if not better. Those who have any technical knowledge know that high power ratings in comparatively small motor engines entail abnormally high engine revolutions which can be obtained under ideal test bench conditions. The advertised horse-power of British engines of any repute can be accepted as those which closely approximate under actual working conditions at the engine's normal revolutions.

A striking instance of this was brought out in the testing of a batch of standard 6/8 h.p. Kid Junior engines, which the Allan Craig Motor Co., Ltd., of Chiswick, London, recently delivered for installation in launches to be used by one of the Canadian Railways. Prior to acceptance these engines were required to pass Admiralty inspection and Admiralty test of four hours continuous full-power output at their normal engine speed. Although these engines were standard models, taken, as it were, off the shelf from stock, they successfully passed this test.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25844.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.
FORD.—Wallace Harper & Co. Ltd.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
PONTIAC.—The Oriental Motor Car Co., 353-7, Hennessy Road, Tel. 20406.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25844.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.
FORD TRUCK.—Wallace Harper & Co. Ltd.
FORDSON TRACTOR.—Wallace Harper & Co. Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, Tel. 22221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road, Tel. 27767.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon, Tel. 56242 & 57804.
NORTON.—The Sincere Co., Ltd., Des Voeux Road, Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TIRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
FIRESTONE TIRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley, Tel. 30228.
FISK TIRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TIRES.—W. H. Loxley Co., York Bldg., Tel. 22285.
MICHELIN TIRES.—Gonka & Co., China Building, Tel. 22221.
WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE HONG KONG SUNDAY HERALD.

Hitherto Undisclosed Facts.

The tendency of heavy-vehicle users consistently to load their transport media beyond their rated capacity is one to which we have referred time and time again. The procedure is one which is strongly to be deprecated and is shortsighted, because it cannot fail to be reflected in shorter life of the vehicle and tyres, as well as in greatly increased cost of maintenance.

The bright side of the matter is the way in which British-made vehicles stand up to these heavy overloads. Moreover, the fashion in which the tyres on these vehicles support the excessive strains to which they are put is highly creditable.

Makers at a Disadvantage.

We feel, however, that the tyre makers are somewhat at a disadvantage in this matter. The vehicle manufacturers, aware of this inevitable tendency to overload, can, to some extent, take precautions. These precautions may or may not extend to the provisions which are made in the design of the vehicle, for the tyres. If they do, well and good. If they do not, it is only fair that the user should at least appreciate the extent to which he is penalising his tyres, particularly in the case of chassis that are equipped with twin tyres on the rear wheels.

In such cases, the excess loading

is greatly exaggerated, owing to the fact that, when the machine is standing or running up on a cambered road, the burden is not evenly distributed. In those circumstances the inner tyres carry much more of their proportion of the load and are thus even more excessively stressed, whilst the outer tyres hardly bear their nominal load. It is no exaggeration to state that each inside tyre bears as much as 33½ per cent. of the total load on the rear axle, one of them carrying even more than that.

In an actual example, a vehicle standing or running near the kerb upon a slightly cambered road, the following were the percentages of the total load upon the rear axle, which were carried by the individual tyres:—The near-side outer, 25 per cent.; the near-side inner, 30 per cent.; the off-side inner, 24 per cent.; the off-side outer, 21 per cent.

More Interesting Figures.

On a more steeply cambered road—not, however, so sharp as to be in any sense of the word remarkable—the following percentages of the load were carried by each tyre:—Near-side outer, 18 per cent.; near-side inner, 38 per cent.; off-side inner, 33 per cent.; off-side outer, 11 per cent.

The meaning of these percentages will become clearer to many of our readers if we state them in terms of tons, cwt., and qrs. On a slight camber, the following were the loads carried by individual tyres, the total load on the axle being 8 tons 11 cwt., 3 qrs.:—Near-side outer, 2 tons 3 cwt.; near-side inner, 2 tons 11 cwt., 2 qrs.; off-side inner, 2 tons 1 cwt., 1 qr.; off-side outer, 1 ton 16 cwt.

On the more steeply cambered road the figures were:—Near-side outer, 1 ton 11 cwt.; near-side inner, 3 tons 6 cwt., 2 qrs.; off-side inner, 2 tons 10 cwt., 2 qrs.; off-side outer, 18 cwt., 3 qrs.

The maximum equal load on the rear axle of any goods-carrying vehicle in this country, provided for under the Heavy Motor Car Order, is eight tons, and the tyres on the vehicle we instance were actually designed to carry the maximum load of two tons each. Clearly, therefore, the near-side inner tyre on any well-cambered road is carrying an overload of 1 ton 6 cwt., which is 62½ per cent.

Even, however, if the load on the

vehicle had not been such as to cause the maximum on the rear axle to be more than eight tons, the innocent owner of that vehicle would, unknown to himself, have been exceeding the rated load on his near-side inner tyre by as much as 50 per cent., as the load thereon would have been three tons.

The Result of Overloading.

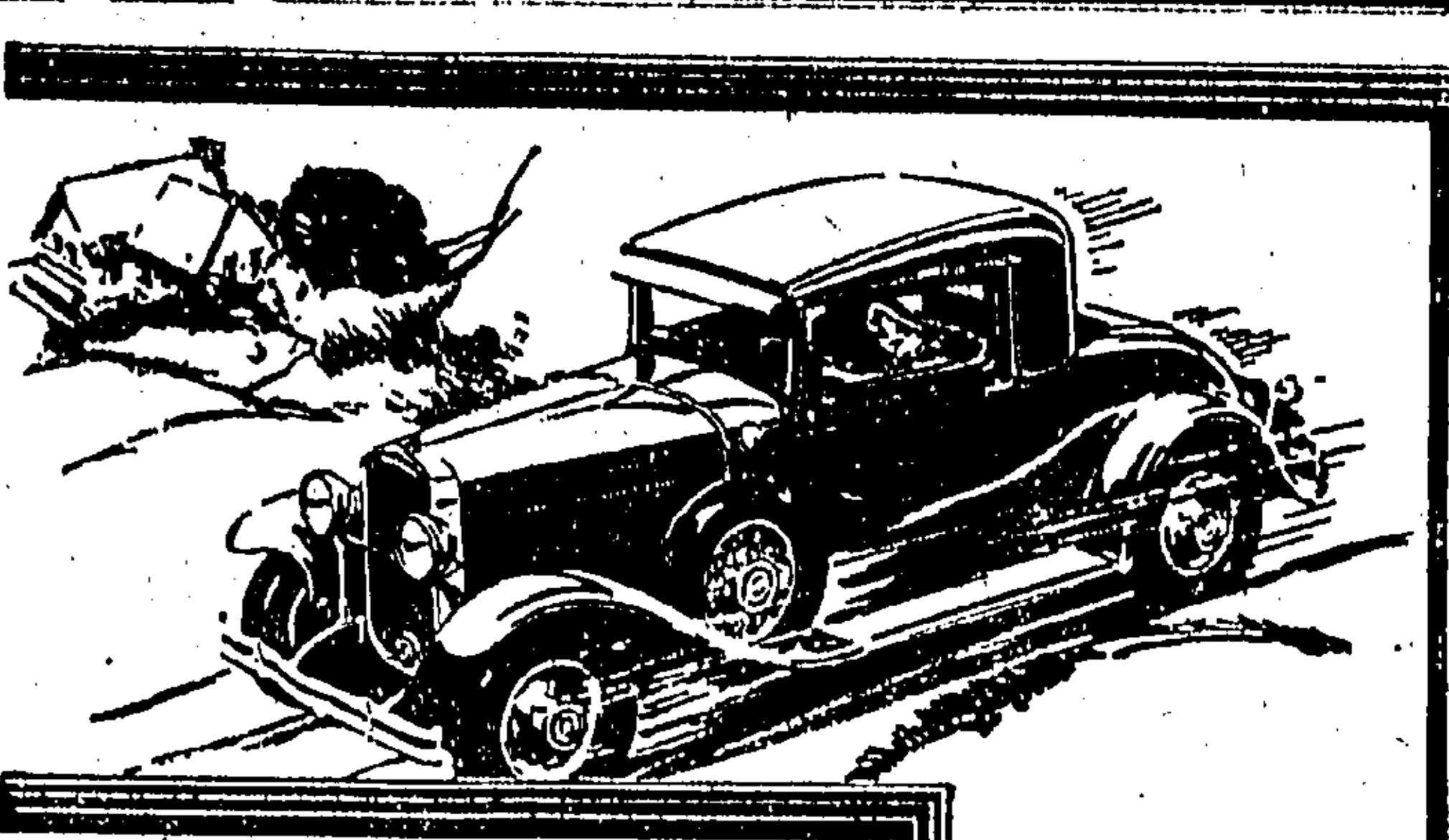
Let us consider an ordinary case of overloading, in which a vehicle designed to carry six tons, and imposing, with that load, a total of eight tons upon the rear axle, is upon by its user to bear eight tons. With normal distribution of the load it is more than probable that the whole of that extra two tons will fall upon the rear axle, thus increasing in proportion the load on all the tyres. In such circumstances on the more steeply cambered road the load upon the near-side inner tyre would be 4 tons 1 cwt., 2 qrs., being, therefore, more than 100 per cent. greater than that which the tyre was designed to carry.

The point we have been trying to make is that overloading of any twin-tyred commercial vehicle involves an excess burden on the tyres which is out of all proportion to the amount of overloading to which the vehicle is subject. The fact still remains, however, as has been shown, that when the chassis is carrying a full load, and when it is on a cambered road, the inner tyres bear a high percentage of the total load that, with the best intentions in the world, it is impossible to avoid overstressing them in the manner already shown.

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THE NATION HAS NAMED IT

"A GREAT PERFORMER"

BUILT
BY

BUICK

Marquette

"A Great Performer" the Marquette is being hailed, the nation over. Never before in a car of moderate price have there been such acceleration, speed, control, handling ease, roadability, flexibility, balance. Only Buick could offer such performance. In Marquette you get a. engine of remarkably large displacement. You get speed that holds an honest 68 or 70 miles an hour with unequalled ease, steadiness and security. You get acceleration of from 10 to 60 miles an hour in high gear in 31 seconds.</p



Hongkong Sunday Herald.

七十一年八月十八日 HONG KONG, SUNDAY, AUGUST 17, 1930. 三月六日年年庚辰年



LOCAL "GIANTS" IN BALL TUSSLE.

Japanese Outfit Defeat South China.

AIRTIGHT FIELDING AND PITCHING.

Season's First Game.

After many setbacks, the Hong Kong Baseball Association got under way yesterday when the first league game of the season was played between the Japanese Baseball Club and the "Invincible" South China crew, at the South China ground at Caroline Hill. Those "killjoys" who said that the game of baseball has no followers in this Colony were confounded, because every available seat in the stands was taken up long before the game started.

THRILLS AND SPILLS.

Of the game itself, it was full of thrills and spills and the Japanese, who always came out second best in previous years, have at last succeeded in turning the tables on the Chinese. The game was characterized by airtight fielding and pitching, and the Chinese, although losers, put up a strenuous fight. They are to be complimented on the stands they made.

The Game Described.

The ball was set rolling by the Hon. Sir Shou-sun Chow, and the Hon. Mr. H. T. Creasy; the former pitching and the latter hitting out in good cricket style. The Japanese crew, who won the toss then took the field with the battery composed of Koga on the mound and Hachiuma behind the plate.

The umpires were Benny Proulx behind the plate and Big Ben Zafra and Bautista on the bases.

Taoi Ping-fan faced the twirler, and the first two deliveries were strikes against him. After three balls had been called, he was pegged at first on a safe hit to second.

Koga at this stage put across some beautiful drops and fanned Ed Chang after two balls and two strikes had been called.

With two men away, Chow Young came out to face the Japanese twirling ace. He socked out a fly to second baseman, who muffed and he landed safely on first.

Matty Chang Texas Leaguered to short; putting himself on first and advancing Chow Young to second.

Things looked rosy for the Chinese when Milton Goo took the willow in hand and with two men on base, but the "dark uns" from Koga proved too much for him, and he was fanned with three straight deliveries. A blank inning.

Drawing First Blood.

The Japanese came out with a bang to face the somewhat erratic pitching of Ed Chang. Mikli, first batter up, bunted, and was muled at first.

Takezawa was the next man to return to the stand. He gave out an easy fly to short.

Excitement then ran high in the Chinese camp. With two of the Japanese players out and no man ever seeing the first sack, the Chinese thought they could get things all their own way, but Honda, the third man up, was not to be denied. After three balls had been chalked in his favour, he wallop out a hefty one to third and planted himself safely on first.

This set the ball rolling for the Nippon lads. Hachiuma came out, and showed a profound dislike to Ed Chang's deliveries. He got to first on a free ticket. Suzuki also played with the pitcher and slogged him for a two bagger, thus living Honda and Hachiuma home.

Murata put across a safe hit, but he was nailed at first. Two runs.

Good Pitching.

Good pitching on the part of Koga and airtight fielding shown by the team was responsible for another shut-out in the Chinese second canto. Four batters went to the plate, but no one got beyond second.

The Chinese also got warmed up, and dismissed the Japanese with a blank after four men had gone to the plate.

The lads hailing from the land of the Rising Sun were not to be outdone and when the Chinese went in for the third stanza.

Japanese Again Score.

Some fireworks were seen when the Japanese trotted in for the third frame. Takezawa blinged out to centre field for a two bag-

FOUGHT CONSTABLE

Woman Who Resented Being Arrested.

MAGISTRATE'S WARNING.

"You see, it makes it very difficult for the police, if people like you create a disturbance and gather a crowd around. If you do this again you will be severely dealt with. The ordinary fine for this is \$25", said Mr. Whyte-Smith at the Kowloon Magistracy yesterday when a Chinese woman hawker appeared on charges of having caused an obstruction in Shanghai Street, and with having assaulted P. C. Lashman Singh.

The woman said that she did not cause much obstruction because she placed her stalls as close to the wall of the pavement as possible to enable herself to buy congee for her children. She alleged that the constable came up, asked her for her licence, and then seized her by the waist. She strongly objected, and held that the policeman had assaulted her.

Stoned and Beaten.

According to the Indian policeman's evidence, the woman seized him by the shirt and struck him a few blows in the chest with her fist. He was also stoned.

After the woman had stated that she did not strike the constable, Mr. Whyte-Smith said that he thought that there must have been something in the nature of fight, and that that was because the woman resisted arrest. He convicted.

The woman: I have not broken the law much. I had a licence to hawk before the last strike. The policeman is lying.

His Worship: No, I don't think so. A fine of \$2 on each count was imposed.

FAKE WOUNDS.

Beggar Who Deceived the Public.

"But you are deceiving your people by bandaging up your hands," remarked Mr. Whyte-Smith yesterday, when a white haired Chinese, 79 years of age, was charged with mendacity, and admitted it.

Sergeant P. Barnicle said that the man bandaged both hands up, but when these were removed there was no injury at all.

Defendant: I want to get a few cent pieces. No food, no money, so I must beg.

Mr. Whyte-Smith—Five dollars or seven days.

PRESIDENT LINCOLN

Prominent Visitors to the Colony.

The s.s. President Lincoln arrived at Hong Kong on August 15 from Seattle, Washington via Victoria, B.C., Yokohama and Kobe, Japan. Shanghai, China with 31 first class passengers and 138 steerage passengers, 419 bags of mail, 3,654 tons of cargo.

For Manila are: 17 first class passengers, two steerage passengers and 3,047 tons of cargo.

Among the passengers for Hong Kong are:

Mr. C. S. Atwell, who is connected with the Texas Company.

Mr. G. S. Hankinson, of the Hong Kong and Shanghai Bank.

Mr. Arthur Mack, of Shanghai, a merchant, travelling to Hong Kong.

Mr. James E. Perkins connected with the Paramount Film motion picture producers.

Mr. Douglas S. Scott, associated with the Texas Company, travelling to Hong Kong in the interests of his company.

Mr. Roy Tidger of Dayton, Ohio, a commercial representative.

Mr. Albert Henry Williams, bound for Australia. Mr. Williams is a manufacturer, and is accompanied by Mrs. Williams and their daughter.

MR. THOS. SLICK.

Baltimore, Yesterday.

The death is announced of the multi-millionaire oil magnate, Mr. Thomas Slick.—Reuter's American Service.

BARNSTAPLE AND ITS MILLENNIARY.

Is It the Oldest British Borough?

A SAXON BURGH.

"Is Barnstaple really the oldest borough in the United Kingdom—the only borough which was granted its charter by King Athelstan?" This query is propounded by Mr. Francis Gribble, the author, in a foreword to the official booklet issued in connection with the forthcoming millenary celebrations of the North Devon port.

Mr. Gribble, who is one of the three surviving freemen of the borough—the others being Dr. Henry J. Edwards, the composer, and Professor Lethaby, the architect—goes on to confess: "I do not know. There are, I am told, one or two other claimants; and the things which happened a thousand years ago, both at Barnstaple and elsewhere, are now wrapped in the clouds of obscurity. In one respect, however, our priority will be undisputed. Barnstaple is, at any rate, the first of the boroughs to celebrate its millenary."

The booklet records that in 930, Barnstaple was a typical Saxon town. There is a daily rush in "getting the baby to bed." Machines are waiting. Time-tables have to be observed. Quick decisions on delicate and difficult points have to be made. And "to err is human." When an Editor is, and as a consequence they do not have a sufficiently kindly eye to his occasional lapses.

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